Dominion Government is a sufficient check

on arrivals from that source; and that

the said regulation, provided always

that same is rigidly applied and faithfully

adhered to by the respective Govern-

ment parties thereto, is a satisfactory set-

tiement of a grave and serious question."

But when the memorialists approached

the subject of Chinese immigration they

increase of five hundred dollars in the head

tax. Originally the Chinese head tax in

British Columbia was one hundred dollars.

Several years ago, "in response to the

unanimous demand of the workers of this

Province." the Government of the Dominion

increased the tax to five hundred dollars.

Now it is pleaded that the depreciation in

the value of gold (which is expressed in the

increase in the price of the necessities and

commodities of life) has reduced the potency

of the five hundred dollar head tax on

Chinese as a bar against their immigration,

proof of which, they say, can be found in

the increasing number of arrivals from

China who are readily paying the once pro-

hibitive tax of five hundred dollars.

memorial showing the increase in the

number of Chinese immigrants, but we may

the explanation of it which is offered in the

memorial. If the value of gold has de-

preciated, so also has the value of silver,

need to be told that a head tax of

five hundred gold dollars represents a

much greater obstacle to the intending

than it did when the Canadian Government

first imposed the tax. The volume of

Chinese immigration into Canada is growing

simply because the Chinese at home are

becoming better acquainted with the glowing

possibilities for the men who are able to

get past the barrier. From the emigrants

already in the country there comes back to

China a constant stream of letters, and the

plain unvarnished tale they tell of the wages

paid and the conditions under which the

men work are alluring enough to

account for the steady increase in the im-

migration despite the barrier of the five-

hundred dollars head tax. Sir WILFEID

LAURIER does not appear to have given any

encouragement to the proposal that this tax

should be increased to one thousand dollars.

forced_to bear_in_mind the diplomatic

phase of the country's relations with

the Orient and the general welfare

of Canada, as well as the peculiar

labour requirements of British Colum-

hia. He has promised, however, that

the Government will keep Oriental

immigration in check. Opinion differs only

as to the method. The rule of the Govern-

ment has been that outside labour shall not

be allowed into the province to degrade the

standard of labour, and the rule does not

permit any immigration but agricultural.

It is admitted that there is a great demand

but the labour organisations insist

In this they certainly have the sympathy of

the Dominion Government, and if Asiatic

immigration begins to show a stronger

is evident, will not need much persuasio

to heighten the barrier in order to preserve

British Columbia as "a white man's country."

American bluejackets were ashore in large

The Austro-Hungarian third class cruiser

We are officially informed that quarantine

Panther arrived here yesterday from Swatow.

against Manila has been withdrawn in Hong-

It is announced that Mr. C. E. Anton has

The fifth meeting of the Hongkong Gym-

khana Club has been fixed for Saturday, October

been admitted a member of the firm of Messrs.

Jardine, Matheson & Co., Ltd.

numbers yesterday.

tendency to increase, the Government,

that the supply must be "white.

labour in the Eastern province,

No statistics are quoted in

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VERY OLD LIQUEUR

SCOTCH WHISKY

BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

and any one who knows China will not For over 30 Years WATSON'S " E" has maintained the re-FINEST Chinese immigrant into Canada to-day putation WHISKY SCOTCH FAR EAST.

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ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news o lumn should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the He intimated that the Government was Editor, not for publication but as evidence of good faith.

All letters for publication should be written on me side of paper only.

No anonymously signed communications tha A we already appeared in other papers will be nserted.

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HONGKONG OFFICE: 10A, DES VŒUT ROAD C LONDON OFFICE: 131, FLEET STREET. EC.

HONGKONG, SEPTEMBER 23RD, 1910.

The question of Asiatic immigration into the British self-governing colonies is one of perennial interest. No opportunity to voice public opinion on the subject is ever neglected. Sir WILFRID LAUBIER, the Canadian Premier, while on his recent tour. through British Columbia, was asked by a deputation of the Trades and Labour Council at Victoria to maintain an effectual check—on the immigration of all Asiatic kong. races. Existing agreements and regulations, it was pleaded, must be amended and readjusted from time to time as circumstances change. The Labour Council was of opinion that the existing regulation regarding the immigration of British Indians, based as it was on an agreement with the Imperial "affords a reasonable and protection against any undue. these tribes flocking into fore at 12. Canada," but the deputation insisted that the regulation must be adjusted to meet | Chinaman, has left with his family for Peking any greater influx of Indians which may The Labour organisations were satisfied with the measures in equally regarding the immigration of Ja-In the memorial presented to enadian Premier it

It has been reported to the police that Alian that "it is felt and candidly admitted | Hamilton, who was employed on the literary that the regulation now in force and governstaff of a local newspaper, has been missing binceing same under an agreement between the September 5th. Imperial Government of Japan and the

It is reported that the Prince Regent has the intention to sholish the position of Chief Comptroller of Customs and to have this service amalgamated with the Board of Finance. His Highness has laid this question before the statesmen for consideration.

The Korean who some time ago attempted to take his life while resident in the Astor House Hotel yesterday made his appearance before Mr. E. R. Hallifax, to whom it was insisted that present measures for restrictreported that the Korean had received the cheque for which he had been waiting. He was according it are a failure, and urged the total ingly discharged. exclusion of all Chinese, or, alternatively, an

> An interesting point has been raised in th prosecution of thirty-eight men for being found in an illegal opium divan. The point concerns the question of payment, and the case has been deferred to allow of consideration being given to the question whether opium dross being left. behind by the smokers constituted a fee.

H. E. Tang Kuan-ho, Secretary of the Board of Finance, has forwarded to the Consorate, for transmission to the Throne, a memorial in which he recommends that the well-known reformers, Kang Yu-wei and Liang Chih-chao be called to cainst the employment of Imperial clausme in the Government service.

The steamer Choising had a mishap on the river at Bangkok recently. She had been up at Samsen loading rice, and about four or five clock was going down stream when there was an accident to the steering gear. The ressel Conference, Great yawed and she ran into a floating house and pontoon, both of which were badly damaged accept the statement that the volume of The owners of the house claim over Tcs. 1,000 immigration is greater without endorsing for their loss,

> It is rumoured in official circles in Peking that amongst the forthcoming changes Vicercy Chang of Nauking will be appointed to the Grand Council; Vicercy Jui Cheng of the Hu Kwang will be transferred to Nanking; Governor Cheng Te-chun of Kiangsu will be appointed to the post at Wuchang; Lu Chungchih will be made Governor of Hunan; and Yang Wen-ting will be appointed to the Kiangau Governorship. These matters have not yet been settled, however.

> > CRICKET CLUB CONCERT.

The promenade concert arranged by the Hongkong Cricket Club, which took place last night, lost nothing in patronage by its postpenement. The attendance was large, and all the conditions necessary to success were forthcoming. Not only was the programme one of considerable merit, but the evening air was cool and pleasant, and the scene was rendered more attractive by the bright beams of the moon which gave an added beauty to the surroundings of the Cricket Ground.

The ever popular "Cavalleria Rusticana" had the place of honour on the programme, and when the echoes of the well morited applause bestowed on the Band of the Buffs had died away. Mr. P. W. Goldring took the platform. His clear tenor voice was used very effectively. and it was no idle compliment which demanded his recall. The violin solo "Adoration" by Mrs. R. C. Edwards was greatly appreciated, and she also had to respond to an encore. Mrs. Frank Maitland's charming contribution 'Cupid at the Ferry," was to the general liking, and the audience insisted on hearing her fine soprano voice a second time. Private Collier of the Buffs met with success in his humorous songs, and the first part of the programme terminated with "The Gondoliers," a popular selection by the Band.

selection, introduced the second part of the programme. Theu Mrs. A. G. Gordon delighted her hearers with an expressive rendering of 'Kathleen Mayoureen" and had to comply with the inevitable encore. "Behold 'tis night was admirably interpreted by Mr. G. P Lammert, and Mr. R. Sutherland kept his audience laughing with his humorous song English as she is spoken," while Corpl. Burgess gave a remarkably clever sword display. "Faust" by the Band concluded the programme.

The accompaniments were played by Miss. D. Page, Mr. E. J. Chapman and Mr. G. Grimble.

GOVERNMENT HOUSE.

We are requested by Sir Henry May to state that His Excellency regrets that the Garden Party which was to have taken place at Mountain Lodge on the 30th instant has been unavoidably postponed. Lady May will be "at home as usual on that day between 4.30 and 6 p.m.

THE LATE KING.

HOW THE PERIOD OF MOURNING IS TO BE OBSERVED BY COLONIAL GOVERNORS.

The following communique has been published in Colombo:—

VII., I have the honour to state, for your

information, that it is His Majesty's pleasure

Downing Street, August 17th, 1910.

The débris has been cleared from the scene The Officer Administering the Government. of the collapse at Morrison Street without dis-Sir,-Various questions having been raised covering other bodies. The total stands thereby Colonial Governors as to the entertainments which might be held by them during the mourning for His late Majesty King Edward

Dr. Lim Boon Keng, a prominent Singapore at the request of the Chinese Government and the full period by the representatives of His Majesty. Up to the 6th November you should reports there to Prince Su,

avoid giving, or being present at, any public There has just been stolen from the new entertainment; but after that date, during the continuance of half mourning, you will be at Sailors' Institute on the Praya East a silver liberty to give any entertainment, except balls. flower stand bearing the inscription, "Presented and to be present at any public entertainment. to Mrs. Molson," a pair of binoculars, and a I have the honour, etc. (signed), CREWE. watch, the total value of the articles being 895.

TELEGRAMS.

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RECTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

CHINESE JUDGES IN LONDON

London, September 22nd. The Court of Arbitration connected with the Chamber of Commerce has entertained to luncheon the Chinese Judges and Attorney-General who are visiting England on their way to the Prisons Congress at New York.

> THE PROPOSED OPIUM CONFERENCE.

GREAT BRITAIN'S ATTITUDE.

London, September 22nd. Great Britain has agreed to the The Hague on the subject of the Peking and appointed to office, and protesting Opium Question in China, but has stipulated that the existing British agreement with China shall be excluded from the discussion.

With reference to the Opium Britain has accepted the suggestion that the findof the Shanghai Conference should be embodied in a convention.

Britain has agreed that The Hague Conference should also consider the traffic in cocaine and morphine, but suggests that the governments interested should previously investigate the manufacture and trade in those drugs so as to enable them to deal effectively with the matter, Britain promising to lend every assistance in the investigation.

THE ALLEGED ESPIONAGE AT PORTSMOUTH.

London, September 22nd. The charge of felony against Helm (the German subaltern arrested as a has been dropped, and he has remanded on a charge of misdemeanour.

PRINCE TSAI HSUN ILL.

London, September 22nd H.I.H. Prince Tsai Hsun, while travelling from San Francisco to New York, fell ill of bronchitis.

FRANCE AND THE CASSEL AGREEMENT.

London, September 22nd. Reuter's Paris correspondent has informed in an authoritative official quarter that the French "The Dollar Princess," still a favourite Government regards the loan agreement by Turkey with a group of financiers headed by Sir Ernest Cassel as nothing more or less than an attempt on the part of Turkey to blackmail France with British

> The agreement is provisional and only becomes effective on October 1st in the event of the negotiations with France being finally abandoned, but it may be regarded already as definitive, as the French Government refuses to abate one jot of the conditions.

Reuter's informant added that if Great Britain was willing to help Turkey in joining hands with the Triplice and in buying ships and guns from Germany, that was her affair The French Government would do its utmost to prevent a scrap of the loan paper coming into the French market

WARWICK MAJOR'S COMEDY CO.

As we have previously announced, this clever Company concludes its first visit to Hongkong to-night with Arthur Law's most humorous play entitled, "The New Boy."

The piece has the reputation of being one of that Court mourning should be observed during the funniest farces ever written, and has enjoyed long runs in England and America. The Company may be relied upon to represent it in a manner worthy of the reputation they enjoy in Hongkong.

We understand that the booking continues to increase, and those who wish to obtain good seats would do well to secure them at Moutrie's as soon as possible.

LOCAL SPORT. HONGKONG FOOTBALL LEAGUE.

Mr. F. Browne presided at the annual meeting of the Hongkong Football League held at the Y.M.C.A. rooms last night. There was a representative attendance of delegates from the sever Clubs.-Mr. A. P. Storrie (secretary) reported that the past season was a great success. The R.G.A. won the First Division championship and the 88th Co. R.G.A. the Second Division. There was no ground difficulty, and although there were 14 teams competing in the two divisions all games were played off on Saturdays. The help rendered by referees was soknowledged, it being stated that they had a fairly easy time, as the majority of the teams here played the game in a thoroughly sporting manner. It was also reported that Mr. Ellis had given a cup for competition among the junior clubs.-The Chairman reported that on the year's working there was a loss of \$10.90.—The report and accounts

were adopted. Mr. R. Hancock was appointed President; Mr. A. P. Storrie was re-elected secretary; and Mr. A. S. Ellis was elected treasurer.

In view of the lateness of the arrival of the Yorkshire Regiment it was decided to allow The American proposal for a conference at Buffs to enter the League, and it was resolved that the season be accordingly commenced on October 15th to allow of the latter regiment completing their fixtures before the date of their departure-December 5th.

A sub-committee to arrange the fixture list was appointed as follows: - The President, the Secretary and Q.M.S. Barnfather, R.E. Mr. Barnfather made a complaint of being criticised with undue severity by the Press last season, and asserted that here the game was criticised, not according to rules, but from the

standpoint of the writer. A referee here had no protection whatever. He could be scandalised by the Press indiscriminately, whereas in England he could not. If anything were wrong with the referee's decisions the Association should slate him, and not the Press. During a discussion on the matter the Press representatives present replied to the obser vations, and it was considered that the matter was one which had nothing to do with the meet-

A vote of thanks was accorded the Chairman. and before the close of the meeting it was stated that the following teams had provisionally entered the League: - Hongkong, Buffs, R.G.A., R.E., Naval Yard and Kowloon.

V.R. C. AQUATIC SPORTS.

The annual aquatic sports of the Victoria Recreation Club opened at the Club House yesterday afternoon, and the excellent programme provided for the first augurs well for the sport of to-day and tomorrow. The attendance was larger than is usual at an opening day, but this was due to some extent to the appearance in the gymnasium of Kinney, the American boxer, who has come to Hongkong to endeayour to lower the colours of the local champion, Bill Lewis. This annual meeting of the senior number of open events in programme, all of which are championship events in which swimmers not connected with the V.R.C. are eligible to compete. first race yesterday was for the half-mile championship of the Colony, and althoug it was generally considered that Tommy Logan, the recently-discovered prodigy, would be the winner, it was not the vailing opinion that he would have such a ridiculously easy win as he did. Cooke, the only Japan no less than other parts of the globe. other entrant who finished, is a strong swimmer, and had he clung to the champion from the start instead of allowing him to gain the lead he did, the finish would have been a much closer one. It goes without saying that the programme was carried through without a hitch, and that the officials concerned kept the various events up to time, and did not neglect any Committee :-- Mr. A. Rodger, chairman ;

of the various duties demanded of them in their responsible positions. The workers were :--Mr. A. A. Claxton, hon, treasurer; Mr. F Lammert, hon secretary; Messrs. W. A. Crake, J. A. Lyon, L. E Lammert, R. F. Lammert, N. Kemp, Dr. C. For syth, judges Mr. A. Rodger, referee; Mr. T. Meek, starter; Messrs. T. Meek, A. V. Barros, J. A. Lyon, Mr. A. A. Claxton, Mr. A. H. Carroll, Mr. H. A. Lammert, handicappers; Messrs. C. Bunje, and G. W. Avenell, official time-keepers. Results of the different events were as

follows :---

HALF-MILE CHAMPIONSHIP. T. Logan, 14 min. 14 2/5 secs. C. J. Cooke, 14 min. 58 sees. ... 2

The five entrants for honours in this event were H. W. Petersen, A. A. Claxton, A. Y Barros, C. J. Cooke and T. Logan. It was very generally anticipated that Logan woule the winner of this event, but was not expected that he would have the ridiculously easy win that he did. As a matter of fact, he was not pushed throughout the race, and the comfortable and easy manner in which he travelled indicated plainly that the time he registered could have been greatly reduced. The five starters went off together, Claxton leading the way and Logan following close in his wake. In the first length the leaders gained too much of a lead, and Cooke made a mistake in not trying to reduce it. In the second and third he still allowed them to increase it, but in the fourth | to-day is as follows:-he went ahead in better style and regained a little lost ground. In the fourth length Claxton dropped out, and as the fifth was succeeding Petersen followed suit. The fifth saw Logan well ahead of Cooke and Barros, and swimming easily. From now on the new champion

swam with an easy stroke, his lead being so great that other swimmers could not have maintained the pace necessary to overhaul him. Barros gave up in the ninth length, and although Cooke kept plugging away until the end the winner, who was not in the least pushed, beat him by at least fifty yards. Loud and long cheers were raised for Logan, and the second lot which followed for Cooke bore testimony to the appreciation of his struggle against what was generally considered a foregone conclusion.

HIGH DIVE. M. A. B. Sousa C. Humphreys ... Souza gained the points over his worthy opponent in entry and recovery.

TWO LENGTHS HURDLE RACE.

The heats in this event were swum off, and resulted as follows:---First: A. J. V. Ribeiro, receives 5 secs., 35. 4/5 sees.,

Second: R. Galluzzi, receives 5 secs., Third: A. A. Alves, receives 6 secs., 35 4/5 secs.,

TWO LENGTHS OPEN.

Time-35 1/5 secs. This event was open to the army, navy and police, and proved an exciting race between the first and second man.

PLUNGING. A. S. Ellis, 60 feet 10 inches R. C. Witchell, 50 feet ... FOUR LENGTHS HANDICAP.

The heats in this event were also swum off, first and second in each heat being eligible to swim in the final. The results were :-

F. L. Roza, receives 2 secs. 72 secs.. ... J. M. Roza Pereira, recs. 6 secs., 73 secs., 2

A. A. Alves, receives 6 secs. 76 2/5 secs., H. W. Peterson, receives 1 sec., 72 secs., 2

INTERESTING MEDICAL DISCOVERY.

In a recent issue a Reuter telegram referred

to the properties of a new medicinal preparation of arsenic known to the prefession as "606," The Japan-Chronicle-says: - We are indebted to a Kobe reader for some interesting details of this latest discovery in the world of medical science. It seems that a German and a Japanese doctor are jointly responsible for the discovery of * 606," the proper name of which is "dichlorhydratdioxydiamidoarsenobenzol." Owing to the cumbronsness of this word, the preparation has become known among the profession as '- Recipe Ehrlich-Hata No. 676," or, further abbreviated, "606." Dr. S. Hata is the Japanese assistant to Professor Ehrlich in his laboratory work, and shares the honour of being the co-discoverer with Professor Ehelich of the now famous "606." Some time in June last the professor read a paper before a medical congress in Germany describing his researches for a remedy for syphillis, and stated that with the assistance ! Dr. Hata he had found a preparation which he hoped would be found efficacious as a cure for this disease. He then gave his d scovery to the medical world to be tested, and by the end of July it had been tried in a number of German. Austrian, and Russian hospitals with remarkable success. The Director of a Berlin hospital applied a subcutaneous injection of 0.06 grammes to a child suffering from hereditary syphillis, and within ten days all signs of the malady disappeared. The results so sporting Club of the Colony is rendered for obtained have exceeded the most optimistic more interesting than usual by reason of expectations, and from Reuter's message it the appears that the preparation is equally valuable in the treatment of tropical diseases like malaria, sleeping-sickness, and recurrent fever, Dr. Hata returned to Japan not long ago and is now at Tokyo, where the remedy is being tried. From the above facts it would appear that a valuable German-Japanese alliance has been effected in the cause of medical science, and that the names of Professor Ehrlich and Dr. Hata willlong be remembered as ranking among the benefactors of mankind by their discovery of a remedy for a disease which has carried misery and suffering all over the world, and in

> COMMUNICATION BETWEEN FORMOSA AND JAPAN.

ESTABLISHMENT OF WIRELESS TELEGRAPI SERVICE.

The installation of a wireless telegraphy installation at Fuki Point, Formosa, having been completed, a trial message was dispatched thence to the Department of Communications in Tokyo on the 11th instant via the Osesaki wireless station near Nagasaki, the result being satisfactory. At one point, however, some defect was discovered in the apparatus, and new parts are being sent to replace the unsatisfactory ones. It is expected that the wireless telegraph service to and from Formosa will be opened to the public about the 20th instant. An additional submarine telegraph cable now being constructed between Formosa and Japan Proper is expected to be completed early in November next and to be opened to public service towards the end of that month. With these two additional telegraph services between Japan and Formosa, making three connections altogether, communication between the island and Japan will be greatly facilitated .- Japan Chronicle.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--

On the 22nd at 11.55 s.m.—The barometer has risen slightly over the S. coast of China and the Philippines, and fallen a little in Cochin

Pressure appears to be low over the China Sea to the Southward of the Macclesfield Bank and the Paracels. The high pressure area lying over N. China

yesterday has shifted Eastwards to the Sea of Japan, and the barometer is falling again on the N.E. coast of China. Fresh to strong N.E. and E. winds may be

expected over the N. part of the China Sea." Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.03 inches.

The forecast for the 24 hours ending at noon

Hongkong & Neighbourhood | E. winds, fresh N.E. & E. winds. Formosa Channel

South coast of China between | Same as No. 1. Hongkong and Lamocks.

South coast of China between 7

Same as No. 1, Hongkong and Hainan

SUPREME COURT.

Thursday, September 22nd

IN CRIMINAL JUBISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE LAMMA ISLAND MURDER.

The trial of Leung Shing, alias Cheung Kin Hoi, on a charge of murder, concluded yesterday afternoon. The jurers were :- D. A. Purves (foreman), M. A. Razack, R. N. W. Nikkols, W. H. T. King, W. Waterhouse, H. S. Kennett and R. Galluzzi.

The Attorney-General (Hon. Mr. W. Roes Davies, K.C.), instructed by Mr. H. L. Dennys, junr., from the office of the Crown Solicitor. appeared for the Crown, and the accused was represented by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs, Hastings. & Hastings).

On the conclusion of the evidence Counsel addressed the jury and his Lordship summed up. The jury retired, and after an absence of about fifty minutes returned into Court, and the foreman announced that they were unani mous in finding the prisoner not guilty. Accused was discharged.

APPLICATION FOR SEPARATION ORDER.

UNUSUAL CHINESE CASE.

An application, very unusual among Chinese, was heard at the Magistracy yesterday after. noon, when a Chinese woman named Chan Sam Mui asked for a separation order from her husband on the ground of his persistent cruelty. The case was heard before Mr. J. R. Wood. Mr. Leo d'Almada appeared for the applicant, and Mr. Hind, of Messrs. Brutton & Hett, was for the defendant.

tunate case in which a young woman found only too soon after her marriage that it was a failure. The parties were married on December 6th, 1909, according to the Chinese rites and ceremonies. The parents of the parties were well known to each other, and the husband and wife had known each other since they were children. After their marriage they resided with the parents of the husband at 13. Arbuthnot Road, and all went well for about twenty days, when the husband began to show his ill-temper and his behaviour. He constantly came home late and when she asked him where he had theen he scolded her. One night later, when he came home late and she asked him the reason, he abused her and demanded a gold mounted diamond earring which she had received as a present on her marriage. She refused to part withit, and told him that if he were in debt it was his duty to ask his father to assist him. On the following day he repeated the request, and when she again refused, he assaulted her, slapping her on the face, knocking her out of bed, and kicking her all over the body. She screamed and her servants came to her assistance. Next morning, however, he solemnly swore that he would never illtreat her again. but she said that she had had enough of his behaviour. She reported the matter to her mother, with whom she stayed for a few days, and then returned to her husband's house. Some time afterwards he demanded her bangles, and fearing that her husband would assault her again she gave them to him. A few days later he asked her to part with another bangle, but she said that she thought she had done enough for him and that he had better apply to his father. Then he commenced to illtreat her and slapped her on the face, so that when he renewed the request, fearing to be again assaulted, she regave him the gold bangle. Another night when he came home late he insisted upon her massaging him, and when she refused to do so he assaulted her again. She went and reported the matter to a lady tutor who advised her to go to her mother. She did so and then took out the summons.

Evidence in support of the application was

In the course of cross-examination defendant admitted having assaulted his wife.

His Worship, in adjourning the case till 8th October, expressed thehope that the parties would continue to live together on certain terms to be agreed upon, and added that defendant ought to completed to the junction with the British section ("Cigarettes were imported to the value of be ashamed of himself for having assaulted his wife as he had admitted.

AMOY-PAST AND PRESENT.

In his Report on the foreign trade of Amoy in 1909 Mr. B. G. Tours, H. B. M.'s Consul, writes:--

downward career of the port has now been is a total girder opening of 3,200 feet. The article as far as is conveniently possible. But In its former palmy days, Amoy revelled in the commenced Formosa tea trade, all Formosa teas being shipping, there being no facilities in Formosa, or July, 1911." why the Formosa tea trade should not remain. Report says:-A further 10 miles has been merchants were from the Amov district, and there was a considerable_trade between the two places; the American protective tariff in the

Philippines has, however, practically killed it. Under the altered circumstances, therefore, it remained for Amoy to fall into line with other peris and to take up general trade. That it palmy days of the past, if not even better ones, will return to the port of Amoy.

THE ANGLO-JAPANESE EXHIBITION.

WAS IT A FAILURE OR A SUCCESS! ITH ADVANTAGE IN ENCOURAGING " DIRECT TRADE."

Japanese opinions on the question of the success or failure of the Anglo-Japanese Exhibition are quoted in the Nichi-Nichi. One is that of Mr. Ota Risaburo, of Hamamatsu, who was one of the examiners at the Exhibition, and returned from London last month, and the other is that of a "certain powerful party leader." Mr. Ota's remarks are given as follows:-"A great deal of public discussion has

been aroused regarding the success otherwise of the Angle-Japanese Exhibition. is still too premature to discuss result of the Exhibition. judgment cannot be passed before seeing to what an extent Japanese goods have been introduced to foreigners as a result of the Exhibition and what effect the Exhibition has had clean whole dollars alone may be said to form a on Japanese trade. The Japanese authorities fixed standard of value within the treaty port. concerned in the Anglo-Japanese Exhibition The smaller values are all depreciated with rebelieved there was little or no demand in Eu. | be paid in copper cents or silver. ope for their goods. Seeing the matting The spurious profits made by the Government braids seem to have been imported into Great and German merchants. By the Auglo-Japanese Exhibition straw braids, as well as matting. have been widely introduced to the British people, and the direct import of these goods from Japan has been begun. This can be put to the credit of the Exhibition. Rugs sent from Osaka and Sakai and black tos produced in-Mr. d'Almada stated that this was an unfor. Japan have also a promising future. The black tea produced in Formosa has been introduced to British people for the first time by the Exhibition, and it has been found to suit the British palate. The Formosan tea stall in the Exhibition grounds has won a very favourable reputation. In my opinion-green Japanese tea needs improving in quality, while mere attention must be paid to the production of black tea. Japanese paper, paper lanterns and umbrellas, beans, snake-gourds (hechima). and peanuts have also been directly introduced to the British people for the first time by the Exhibition. Noting the superior quality of these commodities and their large output many British merchants have been seeking to open direct business, and Japanese merchants have already taken contracts for the supply of these goods. Japanese business men are recommonded to keep a careful eye on these goods, which are promising commodities of

> On the other hand, the "certain powerparty leader." also quoted by our Tokyo contemporary, accuses the authorities of inconsistency. He points out that when justifying itself before the public, which was inclined to discredit the Japanese authorities in connection with the Anglo-Japanese Ex hibition the Foreign Office declared that the object in view of the Exhibition was not the direct benefit of commerce, but the promotion of friendship between Japan and Great Britain, and more intimate relations between the neonle of the two countries. Nevertheless Baron Ours. Minister of Agriculture and Commerce, who is the Japanese President of the Exhibiif the object of the Exhibition was not exactly a mere display of goods, its result must be judged from its effect on the foreign trade of Japan, which can be appreciated only after the close of the Exhibition. The Minister gave appropriate replies to the public comments and complaints, but made no definite statement as to the result as regards any particular line of goods. It is views of the Government authorities on one and the same Exhibition should so widely vary. to a desire to remove the unfavourable impression of the public, but the latter are given no Diet.-Japan Chronicle.

export to Great Britain."

RAILWAY CONSTRUCTION AT CANTON.

the result that the first 30 miles will be ready the import trade." for traffic by September, 1910. The line, when cluding terminals, 15 stations and 11 halts.

required had been completed and about 92 per they compare expensively with opium. - A. cent. of the earthwork was either in hand or packet of 10 cigarettes costs 10 c. (say, 2d. to already finished. The terminal station building [2]d.), whereas an equal value of opium would last and general offices at Tai Sha Tau are expected the smoker for alonger time and would yield after.

to be ready by April, 1910. noting a net trade increase of £227,998, this line has been the large amount of bridge quantity of the cigarettes imported are of Jawork that has had to be negotiated. In the panese manufacture; they are made up in It may be hoped that a turning point in the second district, from mile 31 to mile 50, there packets to resemble the British or American reached, and that Amoy has settled down main bridge over the East River at Sheklung the bulk of the cigarettes imported are of to the new conditions of trade brought about is proceeding satisfactorily, the foundations British-American manufacture, and are made by the occupation of Formosa by the Japanese being nearly completed and the delivery and chiefly at Shanghai. As the tobacco used by the and of the Philippine Islands by the Americans. | crection of steel work for the large spans having | manufacturers is almost, if not quite, entirely

the river some three days nearer Canton.

energetically, on the next 30 or 40 miles. above referred to, is reached.

ITEM'S FROM THE BRITISH CONSULAR REPORTS.

Mr. Pro-Consul Pratt. in his Report on the Trade of Canton for the year 1909, has the following to say on the currency question: CURRENCY.

The following are the currencies in use Canton and their average values in 1909 :-2s. 4 U3d. Canton-tael Hongkong dollar (clean, i.e.,) ls. 9-275d.

not chopped) Mexican dollar (elean) Canton Mint dollar (clean) ... Hongkong 20, 10 and 5-cent pieces

Canton Mint 20 and 10-cent pieces 0-8 3 Hongkong 100 copper cente

"Used in customs valuations and in payment of duties and unrepresented by any coin. Among the coins, the Hongkong and Mexican may unavoidably have elicited public disapproval spect to this standard, but fluctuate daily in by their methods of management, but it would value amongst themselves—a state of affairs

be a great mistake to allow trifling shortcomings | disastrons to the even course of business. An to outweigh the excellent services rendered instance of the confusion and disputes that conby them. Not a few articles of Japanese stantly arise is to be found in the 1910 China manufacture and produce have been widely in. New Year riots in Canton-a somewhat extendtroduced to British people by the Anglo-Ja. ed and elaborate fracas between the police and panese Exhibition. For instance, matting has the soldiery-which is supposed to have comhitherto been almost exclusively experted to menced in a dispute between some of the latter America, and Japanese matting merchants and a certain shop as to whether change was to

shown at the Exhibition from Okayama, Hiro- from the combined issue of these debased coins shima, Ishikawa, Fukuoka, Oita, and Hyogo are more than balanced by the diminished spendprefectures, the British people now know for ing power of the native population, entailing the first time that Japan is one of the principal loss of trade and, incidentally, revenue. Morematting producing countries. Straw braid has over, Canton and Hongkong are in such closealso aroused their interest. The Japanese relations, both commercially and geographically. that it is found impossible to debar these coins Britain chiefly through the hands of American from circulating in the colony, with the result that the corresponding coins of the Colonia Government suffer a like depreciation.

> Under "Local Industries." Mr. Pratt has the following remarks on the Government cement works: -These works, mention of which was made in the trade report for 1908, began in pine Islands from Amoy in the year 1909 was 1909 to manufacture cement. The output of 4.116. the kilns, eight in number and of Continental make, has not amounted to 50 per cent. of the estimate and the cement is reported to be of very poor quality. A contain amount finds a market in Tsingtau, but it has not been accepted for use locally in either of the railways under construction in Canton. The price of the cement is about 4 dol. 75 c, per barrol as against 5 dol. 40 c. paid for Green Island (Hongkong) cement. The works being under Chinese official management, it is not possible to discover whether the venture is a lucrative one. The directors have had the advantage of obtaining their materials free of likin."

Under "Imports" we find the following note:—"The majority of cement imported is naturally of Green Island (Hongkong) output though cement from Haiphong is also now beginning to find a market here. Notwithstanding the opening of the local cement works and the relative cheapness of their coment, the import rose by 50 per cent, and was taken mainly by the two railways under construction The local article is so inferior that it is impossible to use it on important works.'

The Hankow Report says:—The valuations in the two years were : for cement 1908, fcreign 2s. 2½d. per cwt. and native 4s. 3d. per cwt.: 1909, foreign 2s, 2d, owt, and native 2., 71d. per owt.; for firebricks, 1908, foreign Jid. per piece and native seven-tenths of a penny per piece; 1909, foreign, 1.91d. per piece and native 12d per piece. The native articles are from Tangku. Green Island and Haiphong supplied the bulk of the foreign cemeut, a considerable part of tion, explained on his return from England that the import this year and last being used in the waterworks installation. A new coment factory at Huang Shih Kang, 30 miles down river. under Government auspices and equipped with European machinery will, it is expected, start turning out 360 casks a day from May, 1910.

THE CIGARETTE TRADE. From the Consular report on the Trade of Canton:-" No better illustration of the effecabsurd, continues the authority quoted, that the tiveness in China of modern advertising methods and close attention to the retail business and the tastes of the native consumers can be found The difference of views expressed may be due than the foreign company which has by these means almost acquired the monopoly of th cigarette trade in the Far East. Picture hoard opportunity of considering the result in detail. ings, illuminated almanacs, presentation sam The practical effect of the Exhibition is doubt ples and judicious expenditure on all kinds of ful, and an explanation will be sought from the advertisement likely to bring goods before the authorities during the coming session of the individual notice of the people are as telling in attracting the custom of the Chinese coolie as they have proved invaluable at home. Th company has a large foreign staff, with a working knowledge of Chinese, who are constantly travelling in the interior, introducing their The following reference to the Canton- wares to new markets and keeping in personal Kowloon Railway is made in the British Con- touch with their Chinese agents. That such sular Report for Canton-" Construction on this methods reap a golden harvest for the company railway, which is being built according to the which has made the experiment is certain, and standard of first-class European lines; has been their example could with advantage be followed proceeding steadily throughout the year, with by other firms dealing in the minor articles of

Mr. Tours, the Consul at Amoy, writes:at Samchun, will in its 891 miles contain, in- £4,251. They have become a very popular form of smoking among the Chinese, especially "At the end of 1909 the purchase of the land among the coolie class, in spite of the fact that Chinese-grown tobacco, it is questionable

tion of the locally-made eigerettes fell from $8\frac{1}{2}d$, per lb. to under $6\frac{1}{2}d$, per lb., though the silver value remained unaltered.

THE COOLIE TRAFFIC FROM AMOY.

The number of emigrants to the Straits Settlements and to Burmah was considerably higher than in 1908. For a period of about s month during the summer quarantine was declared against Amoy by both Hongkong and Singapore, on account of plague, but emigration was not much affected thereby. As may be seen from the appended table, figures are much lower than those attained in the year 1908—the year of a boom in tin and a consequent demand for labour in the Straits tin mines. The rubber 0.964 Hongkong boom, producing a demand for labour on the rubber plantations, has probably assisted the 1909 figures to be somewhat higher than they would otherwise have been.

British vessels continue to carry the greater part-over 80 per cent.-of the coolie passengers. The business of shipping and carrying the coolies is chiefly in the hands of Singapore-Chinese British subjects:-

63 58,356 51 44,212 53 47,816 12 10.656 10 6.839 11 6.98 15 9,094 3 1,571 5 2,709

Total ... 90 78,106 64 52,622 69 57,509 There are signs of a regular coolie passenger traffic springing up between Amoy and the Philippine Islands. In previous years the short direct route over the mountains by sanitary restrictions placed by the United States Government in the Philippine Islands on vessels arriving with coolie passongers have acted as hindrance to the traffic. But in 1909 the United States Government established a Government medical officer at Amoy, under whose supervision coolie passengers can be disinfected and eleansed in conformity with American regulations, immediately before embarkation, and the necessity for detaining a vessel on her arrival at the Philippine Islands is thus abolished. With a view to this Philippine traffic two British firms, who are chiefly interested, have inaugur-

sted disinfecting plants. The number of coolies shipped to the Philip-

STEAMER O. JUNK.

The following is a point of interest to loca shipping. Hitherto most of the low grades of matting have been shipped by junk from Tungkoon (the place of manufacture) to Hongkong at the dealer's expense and risk, but owing to heavy loss by typhoon, difficulty in getting junks and late arrival of cargo in Hongkong. the Matting Guild has decided to abandon this precedure as from March, 1910, and to bring cargo by junk to Canton for transhipment to Hongkong by the river steamers.

ADVICE TO THE BRITISH EXPORTER.

Consul-General Fraser of Hankow writes:-This office is frequently asked to supply the names of trustworthy native firms for all sorts of manufactures; but the invariable reply has to be made that Chinese shops and firms cannot give foreign bankers' references, and that there is no means of accertaining their stability from our point of view. In any case only a resident or travelling agent could form any idea of the proposed customer's proper rate of supply and settle with him the intricate details of weight currency, freight, &c.

But it must always be remembered that, even if the popular estimates of the numbers of the Chinese people are not gross exaggerations -- in connection with the waterworks scheme the current figures—for three cities were found earn less than 3s. a week of this keep themselves and families: the classes that indulge in foreign Kuldja, confined as the city is in a basin among novelties—always excepting the cigarette, now cheaper than the native pipe, and kerosene of proved better value than the vegetable oil-are and for long must be but a very small fraction of the population, and their taste for alien comforts is generally speaking accompanied by sufficient enlightenment to know how to obtain

To British merchants in China, of whose competence 30 years' acquaintance has convinced me, I should not presume to offer any advice, and to those at home I have nothing to proffer but the reminder that catalogues in English with prices at British ports are of very little value for bringing their wares to the notice of native dealers and shopkeepers. With some diffidence I would further remind the British exporter of the growing importance of the notive newspapers, teeming with advertisements, pictorial and other, among which patent medicines are at present very noticeable. Though the editors may not be able to translate technical advertisements sent them in English, British firms in the larger ports can usually have this done; the rates are moderate; and the reading public at least as fond of scanning nor mothers sit there and idle." advertisements in China as elsewhere.

As stated in previous reports, the Japanese, into direct competition with the Chinese retailers and even pedlars, and their indents are probably represented in the direct imports of many of the above luxuries; but it is doubtful whether even I they have reason to congratulate themselves on their enterprise. Even when Hankow becomes, as it should be, a great trade emporium, it is not certain that the wholesale import business will long continue to be in the hands of the smoking some 20 per cent, of dust, which foreigners, whom the stress of competition is "The main difficulty experienced in building can be worked up again for smoking. A certain already driving to work on very small com-

GREEN CORN.

A Calcutta contemporary, apropos of th green corn season, quotes the editor of a ladies' journal in America who was asked if it was "It is expected to form the through connec- whether these cigarettes should properly appear good form to eat Indian corn off the cob. The brought across to Amoy for packing and tion with the British line to Hongkong in June under the head of foreign imports, their only reply was, "Yes; but it is not good form to claim to inclusion in that denomination being | hold the cob in both hands." That is one of But the Japanese very naturally saw no reason | As_to_the Canton-Hankow Railway the based on the sponsorship of their manufacturers. | those half answers that is singularly irritating. The Hankow report says :- Cigars again in- How then would the editor have had his readers entirely on Japanese soil, and with the opened for truffic and trains are now running creased 20 per cent. to 1,983,000, but their total ent green corn? As the sloppy mess which the erection of necessary buildings and improve. to Wongshek, a market town an the North value fell from 3,654l, to 3,433l,; and foreign Americans call corn mush? Perish the thought. ment of harbours in Formose, the necessity River, 55 miles by rail from Canton. Con- (Japanese) cigarettes, 95 per cent. being second No one who has eaten green corn as it should of Amoy as a port for Formosan tea ceased to struction, however, is practically finished to quality valued at 4s. 6d. per 1,000, rose to be eaten, that is with both hands, would so exist. In the Philippine Islands, also, under Ying Tak, 90 miles from Canton, and about 103,690,000 with a total value of 27,309l. Shang- disgrace Nature's kindly gift. It is not a the Spanish regime, many of the Chinese one-third of the whole distance to the boundary hai made-mostly British Cigarette Company's pretty sight, we grant; but anyone who would of the province. Ying Tak is a district city of cigareties-again rose from 89,200 to 107,333 leat this dainty in any other way is not some importance and the opening of the station lbs., valued at 9,3611. (13d. an ounce), while worthy of it. He would be capable of cating there will have the effect of bringing places up that company s Hankow factory shipped about a mango with a knife and a spoon. Ugh 1.250,000 lbs. of manufactured tobacco, repre- The knife and spoon brigade may have good Construction is also proceedings though less senting 500,000,000 of cigarettes, besides send- manners on their side; but they simply do not ing some 3,500,000 lbs. of leaf tobacco to the know what a good mango is. They should be No fast trains are run at present, but a speed Shanghai factory of the company. All these prohibited by law from aspiring to anything has done so, and not without success, is to be of 40 to 45 miles is attained in places by the figures refer to cigarettes manufactured from higher than a paheri or a Cowasji Patel. There seen from the real recovery in the port's trade-local trains, which cover the whole distance of Chinese tobacco, principally from the adjoining is only one way to eat a genuine Alphonse in 1969. The splendid natural harbour marks 55 miles in 33 hours. The company during the province of Honan. The company has compiled mange, and that is never to allow metal of any out Amoy as a port that cannot be denied, and Chinese year 1909-10 carried 1,456,466 pas- an illustrated pamphlet on tobacco cultivation description to touch the flesh. There is only it is reasonable to prophesy that in the days to sengers and received in passenger fares and as pursued in the United States, and its free one way to eat green corn, and that is to hold come, when the interior of the province will be freight \$294,391.90 an average of ever \$24,500 distribution in the producing districts has the cob with both hands. Good form may, it is opened up by modern communications, the per month. This amount represents principally already resulted in a considerable improvement true, ban both methods. Then the man who short-distance passenger traffic and should in- in the quality of the leaf. Cigarette papers fell knows what these kindly fruits of the earth can create considerably when the town of Ying Tak, from 25,947 to 21,600 rolls. The sterling valuable would prefer to "pass."—Times of India.

ACROSS CHINA AND TURKESTAN.

FROM KULDJA ACROSS THE TIEN SHAN TO AKSU.

(BY DR. MOREISON IN "THE TIMES,")

Aksv. June 11th. Far Western China, or the province of the New Dominion, is divided laterally into two main portions by the mountain range of the Tion Shan, and each division is named from its relation to the range, as the Pei-lu, or northern bighway, and the Non-lu or southern highway. The northern division terminates westwards in the territory of Kuldia, the southern division terminates in the territory of Kashgar, in each case the point of departure being Urumohi—the centrally situated capital city of the province. To reach Kashgar from Kuldja the best road lies through the adjoining Russian territory. It is a round-about road available for traffic. Entering Russian Turkestan at Kuldja, it passes by Vierny to Narin and thence, crossing the Turgat Pass, re-enters Chinese territory and proceeds direct to Kashgar city.

To the traveller who would remain in Chinese territory two routes are open. Should be wish to avoid the crossing of the mountains he may return to Urumchi by the nothern road then bend back to Kashgar by the southern road, a journey available for cart traffic and invariably selected by Chinese officials, for whom time is never an object when proceeding from one post to the other. Or he may follow the Musart Pass, the southern terminal of which route is the city of Aksu on the southern highwav. For many centuries this route has been followed by Far Western traders. By this pass the pilgrim Hausn-Chuang returned to his native country from his mission to India in the seventh century. Long before the Mahomedan insurrection this was the most important of China's western frontier trade routes. By this pass could the only possible junction have been effected had an attempt been made. the Russians feared, to unite the Mahomedan forces of Kashgar under Yakub Beg with the Khurgiz and other Mahomedan insurgents of Kuldja, whose hostillity to Russian trade had compelled the Russian occupation of Kuldja in 1871. When Russia, therefore, occupied Kuldja, she did not fail to occupy also the Kuldja entrance to the log cabins used as barracks, remain to this day, AN ANCIENT WAY.

At the best of times the route is a dangerous one for pack animals. As the only available her empire it would be reasonable to expect that | stances, far away from his people, makes a pre-China would take some measures to improve its carious living as a wine dealer. A belt of condition and minimize its perils. But China's ways are not the ways of other frontier Powers. of Aksu, one of the most prosperous districts " Every year the road is repaired; it is now in | in the Nan-lu. There are two towns ten miles good order." the chief Chinese military commander, the Tartar General of Kuldia, had con-

fidently informed me only a few days before. of irregular tottering mud-houses, built along nor had any of his officers, and I question | Chinese walled town, in which reside the Chinese whether the road is now in any better condition | traders from North China. Both towns swarm than it was in the seventh century.

There is no difficulty about engaging transterminals. Payment is made in roubles, and soldiers are recruited from Mahomedans, but despite the mortality among the animals the divided in 13 stages, the dangerous crossing towns in the New Dominion, the best stocked agreeable one. Travel in the mountains was a China. welcome change to the sweltering heat of the the mountains only 2,050ft, above sea level. My caravan drivers were Russian Andijanis, and these Louses of usury. British interests are reas it was the season of rich pastures their presented by one Hindu trader and by some animals were sleek and fat and in fine fettle. Afghans, the senior of whom is the British These caravan men are a good class of hardy, Aksakal, or White Beard, the debuty of the independent men, pass masters in their calling. British Consul in Kashgar. Russia has also an Largely they are Russian subjects from Russian Turkestan, provided with Russian registration certificates renewed every six months, for which they are required to pay the equivalent of one guines per annum.

ILI AND TEKES.

On the first day out from Kuldia city the broad river Ili has to be crossed by a ferry. We had a long wait at the crossing, for the ferry was on the opposite bank, and the current was running like a mill-race. With infinite labour the ferry was towed by horses made fast to i by their tails upstream to a point from which it could drop down by the current to our landing. Before crossing the weary boatmen rested to we say she is waking up. When we read of take breath; but my native guard were excited prisoners being tortured in the City, we talk and would give them no rest. "Here is the foreign great man waiting," they shouted, " and waiting, and yet you who have neither fathers spite of the fact that it was once called a Sink

river and its chief affluent, the Tekes River.

By the fourth day we had crossed the watershed among glorious pine woods, having slept flowers where the partridges called us in the imposing a lamesery in such a region. It seemed as if it might have been bodily lifted from Mongolia and re-erected in these steppes. Large enough to shelter within its compound the entire village, it was five years in building, having been completed in 1899, the year before the Boxer outbreak. Four hundred Lamas are into the incense burner? We should suggest attached to the temple.

tural land, well and permanently watered. It shake hands with defendant with his left hand supports a nomad population scanty in numbers and then try to take the forty dellars out of of Hasas (Khurgiz) and Mongols, who live in | the brazier. If he succeeds in doing this with tents and not in permanent dwellings. On his right hand the money should go to plaintiff: its wide pastures graze vast numbers of if with his left hand, then the dollars should go horses, sheep, and cattle. No attempt is made to defendant; if he fail to to take it out at all at cultivation. The fine country is being wastdesired permanently to retain this valley apart | defendant \$40 each. That is one solution, but from its advantageous position strategically. Some day it will yield rich harvests to the husbandman. Had the Russian occupation become effective it would long ago have been dotted with farmsteads.

THE MUSART PASS.

There is a ferry across the Tekes River in charge of Mengols, and one march from the river on the edge of the pine woods are the logcabins of the advanced Musart Pass left from the Russian occupation. At this point the Northern Musart River emerges from a narrow | Review.

rocky defile. Up the valley of the river among the pine woods the path winds high up the mountains until the stage is reached and shelter found in wretched log-cabins roofed with turf that have been in ruins for years. The ascent of the Musart Pass begins at this stage. From the north side the summit is reached after a steep climb of 13 miles; on the south-side the descent down the mighty Japarlik glacier is longer and more gradual. The dividing ridge is 12,000ft, above sea level. The descent down the glacier is the chief danger. Covered with debris, the surface is broken into millions of tiny tent-shaped knolls, the origin of which, says Merzbacher, is to be attributed to peculiar melting processes. Deep crevasses yawn on each side of the irregular and slippery track which rigrage down the glacier. The way is strewn with the skeletons of dead pack-animals. Containing walls 3,000ft, high rise on each side of the placier. The glacier itself is gradually shrinking, melting into the valley down which runs, in a wide bed of gravel in many channels, the lower Musart River. It ends in an abrupt fall of 350ft. In t'e precipitous ice-face steps have been cut, and down these the laden animals are passed singly with much care.

On a shelf in the adjacent mountain wall is the stage of Mazarbshi, where some Turkis from the plains are stationed to repair the road and render assistance to the traveller. But they work under no skilled direction and they are paid nothing for their labour; the repair of the road is a Turki obligation. It is an ill-organized service, the most inefficient possible. Neglect of the pass is cited as striking evidence of national decadence. Traders require uncommon fortitude to face its dangers, and their losses in transport animals are very great, but as there is no alternative direct route across the mountains they are forced to come this way. They carry on a trade of considerable importance, easily capable, were the road improved, of ten-fold increase. A few hundred dollars a year spent with knowledge would make a great improvement, but the dollars are not spont. China derives a considerable revenue from the traffic, but she gives nothing in return. Pitiful it is to see the hardships imposed upon these hardy traders, and pitiful to see the Chinese tea-gatherers levying burdensome tolls upon a trade conducted in spite of Government neglect.

THE TOWN OF ARSU.

Twenty miles south of the glacier, where the containing walls converge, a substantial barrier has been thrown across the valley, and here, pass, and the evidence of her occupation, the by the double gateway, sit the Hunanese taxgatherers. This is the barrier of Khurgan. The main road east of Aksu. The town is of interest to Englishmon because it is the place of exile of Safder Ali Khan, the deposed Mirnass between two of the outlying portions of of Hunza, who here in straitened circumsand desert 20 miles wide encircles the oasis apart, old Aksu, the Turki town and residence of the Aksu Prince, a crowded insanitary mass But he had never visited the road himself, tortuous, undrained alley-ways; and new Aksu, a with Turkis. Goitre is conspicuous among them. A handful of old-style Chinese braves are sufficiport. Every few days throughout the year ent to preserve order. In accordance with a carnvans of horses and donkeys leave from both | policy everywhere enforced in Western China no Turkis are admitted to the police. In that case. rates are not excessive, ten to twelve roubles | in accordance with the rule applied to all native being paid for each pack animal carrying two officials in Chinese employment, they are required hundredweights. The distance is 347 miles, to adopt Chinese dress. In Aksu, as in all other being on the eighth day, and the difficult ford. | shops are those belonging to merchants from ing of the river on the ninth. My own experi- Tientain, who have to transport their goods by ence during my-ride across the pass was an | cart or camel back across the whole width-of

In both cities the busiest houses are the pawnshops, which in every case are owned by Chinese.

THE ORDEAL BY FIRE

A SHANGHAI SOLOMON.

We are frequently told that China is still in the Middle Ages. Quite as often we are told that China is waking up. Which of these verdicts we are to accept depends to a large extent on the latest news. If we hear that China has actually put in hand a new currency. about the Middle Ages. In Shanghai, however, we are supposed to have a Model Settlement, in of Iniquity. But we have such violent contrasts Finally when the ferry did push out into the even here to-day that we do not know what to stream it swung past our landing so swiftly make of it. The shocks one gets are at times taking advantage of their proximity and adapt that the rope failed, and before the clumsy boat more than electric. A few days ago the Shen libility to native dress and customs, have entered could touch the bank it had been swept half a Pao, a vernacular contemporary of good standmile down stream. So we had our wait for ing, reported a case from the Mixed Court in nothing. Then we marched up the bank to which a question of debt was involved. The another ferry a day's journey higher up the case came before Mr. Sun. that legal river, and having spent the night in a Taranchi luminary whose jurisprudence carries us back village; we crossed the next day and began the to the days before the Decalogue and who will ascent of the watershed lying between the Ili be remembered as having reserted to the most absurd mediævalism a few weeks ago to determine the ownership of a kidnapped child. On the present occasion the plaintiff claimed 840 in one night in a beautiful glade fragrant with settlement of a debt, but the defendant alleged that it had been repaid. His agacious Worship morning, a second night by a mountain stream | ruled that plaintiff and defendant should togethin a primitive water-mill kept by an aged or visit the Nanking Road temple and throw Mongol and the third night in a Turki inn in a the disputed sum of \$40 into the incense burner Mongol encampment of tents and log cabins and that "the plaintiff be ordered to take it out grouped round the Lamasery of Hunokai in the | with her own hand, whereby truth or falsehood valley of the Tekes. It was a surprise to find so shall be genuinely evidenced, as it is within the nower of the spirit to show and adjudge; and thus testifying to the character of the motives of each party. In compliance with these orders they both departed."

One minor criticism suggests itself at once, viz. who is to provide the forty dollars to be thrown that Mr. Sun provide it, and that he shake hands: The Tekes valley consists of rich agricul- with plain iff with his right hand, then its remains should go to the temple, and Mr. One can easily understand why Russia | Sun stould be called upon to pay plaintiff and a better would be to bundle Mr. Sun off about his business. As long as such grossly incon petent ignorant mannikins are allowed to oucupy the prominent position that Sun occupies so long will China be held up to the contempt of nations. This sort of thing is heartbreaking, and should not be tolerated. What is the use of prating about new penal codes, prison reform. and all the rest of it whilst this sort of tomfoolery is allowed to take the place of justice in the best known court in China?-National

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OFFICES facing the Harbour lately in occupation of Mesers. JARDINE.

TO LET.

MESSRS. PERCY SMITH & FLEMING.

TO LET.

MODERATE RENTAL.

TOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on,

TO LET.

CELF-Contained FLATS, NATHAN ROAD,

Kowloon, with Gas, Electric Light and

Apply to - J. HENNESSEY SETH,

TO LET.

TOS. 19 and 23, SHELLEY STREET,

No.9, BEACONSFIELD ARCADE (Shop).

C. M. S. PEAK BUNGALOW, MOUNT

FOR SALE.—TOR CREST, at Peak, com-

TO LET.

MENT & AGENCY CO., LD.

COMMODIOUS SHOPS.

TO LET.

Nathan Road, Kowloon. Immediate

KOWLOON MARINE LOT 48, Yaumati

Area 85,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of

COMPANY, LIMITED.

TO LET.

21, CONDUIT ROAD,

GODOWNS, 151 to 155, PRAYA EAST.

A HOUSE in Wong Nei Chong Road.

No. 10, DES VŒUX ROAD CENTRAL.

MENT & AGENCY CO., LD.

NOTICE.

Customers that

Establishment will be CLOSED at

from 5th September, for One Month

HOOSAIN-ALI & Co.,

Hongkong, 5th September, 1910.

No. 14. Queen's Road Central.

OFFICES in YORK BUILDING.

the new Seaman's Institute, Praya East,

Hongkong, 9th September, 1910.

Hongkong, 1st December, 1909,

3rd Floor, Alexandra Buildings.

KELLET, Furnished, for 7 months from 1st

OFFICE in BEACONSFIRLD ABOADE.

No. 57, PRAYA GRANDE, Macao.

Apply to- LINSTEAD & DAVIS.

Hongkong, 17th September, 1910.

Hongkong, 1st September, 1910.

Possession. Cheap Rentals.

Coal, Timber, &c.

Gardens.

lst floor.

at the door.

Apply to—

HOLIDAYS.

Apply to-

ARRATOON V. APCAR & Co.,

No. 4, Ice House Street.

14. Des Voux Road, Central, 1st Floor.

5, Queen's Road.

Hongkong, 1st September, 1910.

corner of Ice House Street

Hongkong, 2nd June, 1910.

Hongkong, 28th July, 1910.

Hongkong, 2nd July, 1910.

ney 5-Roomed Houses.

1 HOUSE in Balilion Torraco.

Telephone in each Flat.

November, 1910.

and Adjacent Islands.

Tennis Court.

Apply to-

occupation of Messrs. JARDINE,

MENT & AGENY CO., LD.

N No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, ROOMS suitable for

DAVID SASSOON & Co., LTD.

BAILEY.

ARRATOON V. APCAR & Co.,

14. Des Vœux Road Central.

Immediate

MENT & AGENCY CO., LD.

FFICES, Hotel Mansions.

Apply to-

Town.

Offices.

Possession.

Apply to-

TO LET.

HENRY HUMPHREYS.

Alexandra Buildings.

are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is

imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS Codes: A.B.C. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

NOTICE.

CHARLES EDWARD ANTON has been admitted a member of our JARDINE, MATHESON & Co., LTD.

Hongkong, 23rd September, 1910. [1097 HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on MONDAY, the 26th September, 1910, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing Office-bearers for the ensuing year, &c.

Acting Hon. Secretary. Hougkong, 23rd September, 1910. (1098 THE HONGKONG FOOTBALL CLUB.

P. S. JAMESON,

THE ANNUAL GENERAL MEETING of the Hongkong Football Club will be held in the Board Room, at Messrs. JARDINA. MATHESON & Co.'s Head Office, on WEDNES-DAY next, the 28th inst., at 5.30 P.M. A. G. KAVENHILL. Hon. Secretary.

Hongkong, 23rd September, 1910. [1105 THE ROYAL HONGKONG YACHT

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the Union Insurance Society of Canton. Queen's Buildings, on FRIDAY, the 30th inst., at 5.15 P.M.

To receive the Report and Accounts for the year ending 31st August, 1910. To elect Officers for the ensuing year. And other General Business.

By Order, S. P. WARBROOK. Hon. Secretary and Tressurer. Hon kong, 23rd September, 1910. | 1099

THE DAIRY FARM COMPANY, LTD. NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHARE-HOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Account to 31st July, 1910. The TRANSFER BOOKS of the Company

will be CLUSED from 1st to 8th October, 1910, both days inclusive. By Order, M MANUK,

Acting Secretary. Hongkong, 23rd September, 1910. FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

I'I'HE Steamship

"JAPAN." Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 27th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents. Hongkong, 23rd September, 1910. HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co. FOR NEW YORK VIA PORTS AND SUEZ (With Liberty to call at the Malabar Coast.)

On or about 21st "INDRAVELLI," information further apply to-SHEWAN, TOMES & Co.,

General Agents. Hongkong, 23rd September, 1910. [1103

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ." Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Ontional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining The BANQUE DELL INDO-CHINE, or to the undelivered after the 28th inst. will be subject | International Banking Corporation

All broken, chafed, and damaged goods must | DAY, the 8th October, 1910. be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M. No Fire Insurance will be effected by us in | St. George's Building, for endorsement after

any case whatever This Steamer brings on Cargo: Ex a.s. "President Lincoln" from New

York. Ex a.s. "Germania" from Gothenburg. Ex s.s. "Kate" from Stettin. HAMBURG-AMERIKA LINIE.

Hongkong, 22nd September 1910. 11104

Hongkong Office.

ADVERTISEMENT CEW

TO LET.

TALEGANTLY Furnished or Unfurnished the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak Kitchen Garden, Lawn, &c.

For particulars apply to-DEACON, LOOKER & DEACON. Bolicitors, 1, Des Voeux Road Central Hongkong, 23rd Septembor, 1910. [1101_

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day admitted MR. ARTHUR NILSSON as Partner in our Firm. OLOF WIJK & Co., AGENCIES, LTD. Gothenburg, 1st September, 1910. [1090

NOTICE.

TTE HAVE This Day been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP Co., Ltd. OLOF WIJK & C). AGENCIES, LTD. Gothenburg, 1st September, 1910. [109:

NOTICE.

TATE HAVE This Day been Appointed VV SOLE AGENTS for the SWEDISH LLOYD S.S. Co. OLOF WIJK & Co., AGENCIES, LTD. Gothenburg, 15th July, 1910. 1093

INTIMATIONS

GOVERNMENT OF BRITISH NORTH BORNEO.

> NOTICE. COPPER COIN.

TATARNING IS HEREBY GIVEN that a Large Quantity of HONGKONG and CHINESE COPPER COIN is being circulated in the State, and that a Proclamation will shortly be issued prohibiting the circulation

of such Coin under severe penalties. The public are reminded that the only Copper Coins which will be received at any Treasury or Government Office are those which bear the North Borneo Coat of Arms Until the issue of the Proclamation referred to above, foreign Copper Coin, although it will not be received at Treasuries or Government

Offices, may be circulated, or paid to any persons willing to receive it. After the issue of the Proclamation any person, Shanghai Banking Corporation, other than a duly authorised Money Changer, FRIDAY, the 30th September, 1910. in found in possession of foreign Copper Coin to | Exchange for surrender of same. the Value of \$5 or upwards will be liable to fine

and forfeiture of the Coin. By Order, A. C. PEARSON. Government Secretary.

Hongkong, 17th September, 1910.

IN THE SUPREME COURT OF

HONGKONG. PROBATE JURISDICTION.

IN THE GOODS of DAVID RUSSELL late of Kneckboy, in the County Antrim. Farmer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time to the 29th day of October. 1910, within which all creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims. All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date

mentioned Dated this 9th day of September, 1910. JOHNSON, STOKES & MASTER 1. Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Executors.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of HENRY EDGAR, late of The Bath Club, Piccadilly, in the County of Middlesex, England,

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time to the 29th day of October, 1910, within which all Creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims.

All Creditors and other persons are accordingly hereby required to send in particulars of thei Claims before the date mentioned. Dated this 29th day of June, 1910.

JOHNSON, STOKES & MASTER Prince's Buildings, Ice House Street, Solicitors for the Executors. 1046

DES PULPES ET PAPETERIES DU TONKIN.

First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the

1st October, 1910. Payment must be made to the Hongkone AND SHANGHAI BANKING CORPORATION, between SATURDAY, the 1st, and SATUR-

The Provisional Certificates may be sent in to Messrs. Lowe, Bingham & Matthews, payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH, Chairman.

Hongkong General Purposes Committee. Hongkong, 1st September, 1910.

PUBLIC COMPANY

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEET. ING of SHAREHOLDERS in the above Company will be held at the Company's Offices, TO MORROW (SATURDAY), the 24th September, at Noon, for the purpose of receiving the Report of the General Managers. together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company

will be CLOSED from the 9th to the 24th Sept., both days inclusive. DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 3rd September, 1910.

INTIMATIONS

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 P.M. T. CHEE.

Hon. Secretary. Hongkong, 16th September, 1910.

NOTICE.

FITHE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, Payable on FRIDAY, the 30th September, 1910, will be held at the Club, at 6 o'clock, on THURSDAY. the 29th September, 1910. Bearers of Debentures are invited to attend he Drawing. For the Committee,

. BUNE, Hon. Secretary. Hongkong, 20th September, 1910.

HONGKONG CLUB.

NOTICE. THE EIGHTEENTH DRAWING OF A SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$100.00 each FFICES in Des Voux Road, Central, was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, Apply towhen the following Debentures were drawn

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	· 1	313	760	1130	1479	
	36	338	789	1158	1538	
-	- 84-	349-	794-	1168 -	1585	
	98	466 -	798	1206	1637	
. '	136	578	957	1233	1694	٠.
	155	^582	952	1313	1740	
٠,	156	608	1018	1340	1766	•
	188	618	1023	1343	1784	
	191	630	1048	1361	1791	
	209	649	1064	1392	1805	
	222	675	1083	1403	1905	
	263	684	1096	1409	1943	٠.
	287	739	1112	1448	2000	
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	MAR		e e tra	CORPO		

JAMES CRAIK, Secretary. Hongkong, 17th September, 1910.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed. By Order,

T. F. HOUGH, Clerk of the Course. Hongkong, 17th September, 1910.

H.M.S. "BEDFORD" RELIEF

FUND.

ENTERTAINMENT, In Aid of the above will be held

HALL,

ON THE EVENINGS OF THE 15TH AND 17TH OCTOBER, 1910.

Further particulars will be announced later. Hongkong, 22nd September, 1910. [1095]

WANTED

WANTED.

PEQUIRED by a FIRST CLASS MER-CANTILE HOUSE (Export and Import) in Hongkong an experienced man of able for Boarding House. business to act as COMPRADORE. Good references and security to the extent of at least \$50,000 required. Apply in writing to-

Messes. JOHNSON, STOKES & MASTER Prince's Buildings, -Ice House Street.

Hongkong, 21st September, 1910. WANTED.

T ARGE AIRY OFFICES and SHOW I ROOMS, as soon as possible, by a Long

Care of "Daily Press" Office. Hongkong, 22nd September, 1910. 11094

Established Mercantle Firm. Rent about

WANTED.

TOUSE at the PEAK.

Apply-CHARI RUMAH, Care of "Daily Press" Office, Hongkong, 19th September, 1910. 11071

WANTED.

DOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level. - Please apply "NOVEMBER." Care of "Daily Press" Office. Hongkong, 12th September, 1910. [1043]

ENTERTAINMENT

THEATRE ROYAL HONGKONG. FLYING VISIT

ONE NIGHT ONLY TO-NIGHT AT 9 o'clock.

WARWICK MAJOR'S COMEDY CO.

THE EXCEUCIATINGLY FUNNY PLAY THE BY ARTHUR LAW.

SPECIAL MUSICAL NUMBERS. MISS GEORGIE CORLASS AS "NANCY."

BOOK EARLY POPULAB PRICES ... \$3, \$2 & \$1. Pians at MOUTRIE & Co.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock. Developing and Printing Undertaken.

Hongkong, 31st July, 1907 AUTOMATIC BROWNING

POCKET PISTOLS.

Apply—
THE HONGKONG LAND INVEST-CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Pongkong, 6th March, 1907.

BANKS

TEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000

Subscribed Capital Fl. 12,378,100 (£1,031.500)

Reserve Fund Fl. 2,754,338,09 (£229,528) HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN. BRANCHES AND AGENTS all over the

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-

12 months 4% per annum. 6 do. C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 4th August, 1909.

FIRE BANK OF TAIWAN, LIMITED. (Incorporated by Special Imperial manding a Magnificent View of the Harbour - CHARTER). ---

Capital Subscribed (paid up) ... Yen 6,250,000 HEAD OFFICE: TAIPEH, FORMOFA.

GODOWN, No. 5A, DUDDELL STREET. BRANCHES AND AGENCIES: Tainan Swatow Kobe Tamani THE HONGKONG LAND INVEST-Nagasaki Tekyo Canton Foodhow Yokehama Osaka

> Shanghai Keelung HONGKONG OFFICE: 3. Drs Vœux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 12th September, 1910. INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000 HUMPHREYS ESTATE & FINANCE Gold \$3,250,000 RESERVE FUND Gold \$6,500,000 (about £1,500,003.)

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C. LONDON BANKERS: Nos. 1 and 2. BOWEN ROAD, lately BANK OF ENGLAND. occupied as Artillery Officer's Quarters. Suit-

NATIONAL PROVINCIAL BANK OF ENGLAND, LD. THE CAPITAL & COUNTIES BANK, LIMITED. OFFICES No. 2, Connaught Road, 3rd BRANCHES \mathbf{AND} AGENTS ALL OVER THE WORLD.

The Corporation transacts every description SEMI-EUROPEAN FLATS, Praya East, of Banking and Exchange Business, receives money on Current Account at the rate of corner of Observation Place. The Trams stop 2 per cent. per aunum on daily balances and Also New EUROPEAN FLATS, adjoining | accepts Fixed Deposits at the following rates: For 12 months 4½ per cent. per annum. THE HONGKONG LAND INVEST.

For 3 N. S. MARSHALL. Manager. No. 9, Queen's Road, Central. Hongkong, 17th August, 1910.

HONGKONG SAVINGS BANK._ THE beg to inform our Lady THE Business of the above Bank is

L__conducted_by_the_HONGKONG_AND-SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 35 5.30 P.M. every day, commencing per cent per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND

only, owing to our FASTING SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION. N. J. STABB, Acting Chief Manager,

Hongkong, 16th July, 1910.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000

RESERVE FUND RESERVE LIABILITIES OF PROPRIE-INTEREST sllowed on Current Account at the rate of 2 per cent. per annum on the Dally

balances. On Fixed Deposits for 12 months 4 per cont. WM. DICKSON. Manager. Hongkong, 27th April, 1910.

TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Tack 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, JERIJN,

BRANCHES: Hamburg, Calcutta, Hankow, Peking, Tsinanfu, Tsingtau. Tientain. Kobe, Yokohama, Singapore.

Founded

Bankers:— KORNIGLIOHE SERHANDLUNG (PREUBHISOHE STAATSBANK) Berlin. DIBECTION DER DISCONTO-GREELLECHAPT DEUTSCHE BANK

by the following Banks and

S. BLEICHROEDER BERLINER HANDELS. GESELLSCHAFT Berlin. BANK FUER HANDEL UND INDUSTRIK ROBERT WARSCHAUME& Co. MENDELSBOHN & Co. M. A. VON ROTHSCHILD & Frankfurt a M. SORENE JACOB S. H. STERN NORDDBUTSCHE BANK IN HAMBURG, Hamburg

BANK, MUENCHEN. LONDON BANKERS: Meserc. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN,

AUTHORISED CAPITAL ... £1,500,000 SUBSCRIBED PALD-UP RESERVE FUND ...

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS:

For 12 months 4 per cent. , 3½ per cent. EVAN ORMISTON. Manager.

THE TOKOHAMA SPECIE BANK LIMITED.

HEAD OFFICE-YOROHAMA.

BRANCHES AND AGENCIES. Tokyo London San Francisco Lyons Nagasaki New York Shanghai Bombay Tientain Hankow Newshwang. Peking Antung Port Arthur Tieling Chiang Chun Mukden Kobe

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 2 per annum

HONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUNDS:-STEBLING £1,500,000 at 2/-=\$15,000,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. - G. BALLOCH, Esq.—Chairman. ROBERT SHEWAN, Esq. - Deputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. Andrew Forbes, Esq. F. Lieb, Esq. G. H. Medhurst, Esq. Hon. Mr. H. Keswick E. Shellim, Esq. C. R. Lenzmann, Esq. H. A. Siebs, Esq.

> CHIEF MANAGER: Hongkong-J. R. M. SMITH.

MANAGER: Shanghai-H. E. R. HUNTER LONDON BANKERS: LONDON COUNTY AND WESTMINSTER

BANK, LIMITED. HONGKONG-INTEREST ALLOWED On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DESITE. For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum.
N. J. STABB.
Acting Chief Manager

Hongkong, 25 h August, 1910

SAL. OPPENHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHSEL-

DEUTSCHE BANK (BERLIN). LOHDON AGENCY DIRECTION DER DISCONTO GESHLISCHAPT.

Manager Hongkong, 4th December, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

Hongkong, 26th April, 1910

CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND ,, 16,250,000

TAKEO TAKAMICHI.

PAID UP CAPITAL

Hongkong, 14th March, 1910

SILVER

THEATRE ROYAL.

FOR ONE WEEK ONLY.

The Incomparable

And the same Original Company that Mystified

And all the Principal Cities of the World ON C OF ELABORATE

Magical Apparatus

1 1 New Illusions
STARTLING PEATS

UU and SENSATIONAL SURPRISES Special Scenic and Electrical Electrical POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

, NICOLA'S Challenge Hand Cuff SENSATION Nothing on earth has yet been found that can hold Nicola a prisoner WHIPPLE & ADAMS GEORGE NADOLNY Refined Singing and Dancing Artists

America's Greatest Eccentric Juggler MARGUERITE SUTTON The Peerless Psychic Marvel

DOBSKI The King of Laugh Provokers TWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

COMMENCING WEDNESDAY, OCTOBER 5TH, 1910.

Booking at Robinson Piano Co.

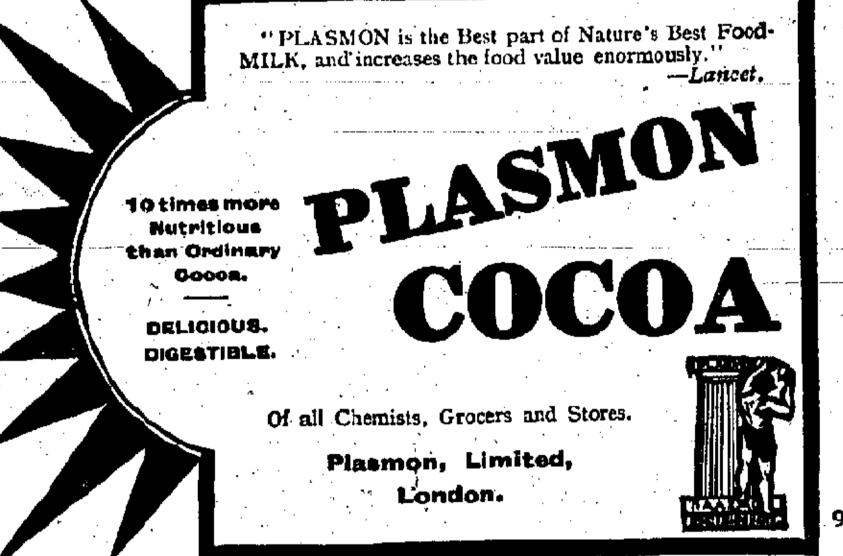


Common to the William

Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. Let them try SOZODONT.

It does what is wanted and is the most pleasant dentifrice one can use-fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is. Bozodont is in three forms-powder, liquid, and paste: each equally effective. Try the powder first it meets the requirements of most people.



is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

TAKE SHOULD

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at lault, even a lew doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

Sold everywhere in boxes, price 9id., 1/1i & 2/9.

COLEMAN'S WINCARNIS. THE GREATEST TONIC THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhibitating effects are a revelation to those who have never tried it before: . --"WINCARNIS" has a charm all its own, which you

cannot fail to appreciate. The combination of all that is most now ishing in Beef and Malt is prepared in Wincornis gives a TWO-POWER STANDARD that cannot be equalled for giving St. ngth and Stanting, Vitality and Force to Men, Women and Children.

> BUY IT TO-DAY From any leading Chemist.

& COMPANY.

MUSTARD Wholesale Distributors for China and Hengkong. No. 22, Museum Read, Corner of Scochow Road, Shanghai. [719 in breadth; at 32ft. draught the Cedric was

THE GROWTH OF STEAMSHIPS.

(BY SIR WILLIAM H. WHITE, K,C.B.) Three years have not elapsed since the (gross). The "under-deck" tonnage of the Lucitania and Mauretania began their Trans-Atlantic service, taking "pride of place" as the largest and swiftest steamships affoat. There is no indication, as yet, of an intention to build swifter ships for that service; but the White successors of to-day in regard to materials of truth; increase in dimensions of ships is, as a Star Line has two larger ships far advanced in | construction; yet by skilful structural design | rule, accompanied by greater steadiness, better construction by Messrs. Harland & Wolff. and close attention to details he produced a behaviour, and more uniform maintenance of The Hamburg-America Company has recently vessel in which the weight of hull in proper speed in stormy weather. The benefits to be ordered a steamer which will be larger and tion to dimensions, displacement, and carrying derived from enlarged size are, however, most swifter than the Olympic and Titanic, and power compared favourably with the correspond- sensible up to the point at which the dimensions the Canard Company is said to be considering ing proportions in the largest steel-built vessels of ships become great in proportion to the designs for still larger vessels. At the annual of the present day. The largest mercantile largest storm waves likely to be encountered. meeting of the Cunard Company the Chair- steamships on service at the date of the Great For the Transatlantic service we now possess the man (Mr. A. Booth) expressed his belief Eastern's appearance were only about half her results of 50 years' continuous experience and that the future of the New York trade length and less than 20 per cent. of her tonnage, observation, not merely of the behaviour of rested not with the 10,000 ton cargo boat, and were driven by engines of one-half the steamships of various types, but of the sizes of but with the 40,000 or 50,000 ton vessel, com- total power fitted in the big ship. When Atlantic waves and conditions of weather. bining passenger and cargo capacity"-in these facts are remembered a better idea Speaking broadly, it may be asserted that a point other words with giant vessels of the "inter- can be formed of the magnitude of the has already been reached where the dimensions of mediate" type. Coming from so high and problem which Brunel faced and solved. It may ships in proportion to the lengths and heights responsible an authority this expression of have been, and probably was, a mistake to at- of the largest waves are such as to secure the opinion is likely to be followed by action, and tempt half a century ago the construction of a power of maintaining practically uniform the competition for possession of the "biggest vessel capable of carrying sufficient coal for the performance, and of securing steadiness and ship affort" is obviously not ended. In such circumstances it may well be asked—Where-knots, in association with the provision of of the sea. An experienced commander of unto will this thing grow? How will the limit accommodation for 3,000 to 4,000 passengers Transatlantic steamships, in a recent conversaof size for mercantile steamships be determined? and a considerable cargo; but that project tion with the writer, remarked that in the In the following table are set out the principal received the support of business men when it largest vessels now at work the decision whether dimensions and particulars of the above-named was put forward by Brunel, and his personal or not to "carry-on" at full speed in very steamers, so far as they have been made known | concern was rather with the professional than | bad weather had to be based on the consideraby owners and builders; and the corresponding | with the commercial aspects of the question. On | tion of possible damage to superstructures, figures for the Great Eastern have been added. the professional side he achieved complete success navigational appliances, and fittings of ships, The uniform draught of water of 34ft. has been and produced a ship which was strong, stable, and not upon the possibility of driving them assumed in this table, that being the deep-load capable of realizing her designed speed, and pos- through the heaviest seas with little loss of draught at which the Lusitania and Mauretania sessing her intended passenger accommodation speed. This statement is undoubtedly correct; are working. All these great ships could, of and carrying power. All ship designers have benedit is borne out by the remarkably uniform percourse, be safely loaded to deeper draughts, if | fited largely from the construction of the Great | formances of the Lucitania and Mauretania appropriate depths of water were available at Eastern, although they have not absolutely over long periods and in all conditions of terminal ports and at all times of tide. Ex- followed the methods of Brunel and none of weather. Consequently, from the point of view perience seems to show, however, that even them has had occasion to take so great a step of behaviour and the maintenance of uniform with the depth of 40ft, at low water, which beyond precedent as was taken by him when is available, or will soon be available, ocean steam navigation was in its infancy.

in the Ambrose Channel at New York, the load draught of 34ft cannot be much increased with due regard to safe working conditions. At Liverpool, although magnificent work has been done during recent years in dredging deeper channels, the latest reports indicate that the depth over the bar at low water is 32ft., and in the channel to the landing-stage 31ft.; consequently at or near low water ships having a draught of 34ft, are still delayed in entering and leaving port. At Southampton the latest scheme contemplates dredging to depth of water of 35ft. (l.w.s.t.), and here a draught of 34ft, is clearly the maximum which can be contemplated if the largest ships are to enter and leave at all times of tide.

suitable dock accommodation at terminal ports

Shipowners and dock proprietors, not naval

make the decision where and when increase of

It has been explained above that the latest

additions to the dimensions of ships have been

made in vessels of the "intermediate" type, for

which the speeds contemplated are considerably

below the speed of the great Cunarders, and

are moderate in relation to the dimensions of

the ships. The engine-powers and coal con-

capacities than the Lusitania and Mauretania

Opinions may differ in regard to the probability

of this great cargo capacity being fully utilized

termediate type rarely find cargoes, even when

coming eastwards, which bring them down

to their deep-load lines. All these facts, and

many more which affect earning power in rela-

tion to first cost and working expenses of the

great ships, will certainly have been consid-

Booth, Mr Bruce Ismay, Herr Ballin, and their

colleagues on the boards of management of

these great shipping companies before they

formed and acted upon the decision to race the large expenditure unavoidable in the circumstances. Lord Pirrie has publicly stated

that the first cost of the Olympic will be ap-

proximately one-and-a half million sterling, and

those competent to form an opinion on the

subject do not regard that estimate as extrava-

gant when the size, passenger accommodation.

and engine power of the ship are taken into

Further increase in the size of steamships

would undoubtedly be accompanied by economy

in the cost of over-sea transport of cargoes.

Brunel understood and clearly stated this law

nearly 60 years ago, and it is of universal.

application when ships are under way at sea.

On the other hand, if increase in size and

cargo capacity should be associated with longer

periods in port, made necessary by the collec-

tion, shipment, and discharge of larger cargoes,

or if, as a rule, full cargoes could not be secured

for these very large ships, the consequent

diminution of earning power, together with the

increased first cost of the ships, the larger

allowances for depreciation and interest on

capital, and the lessened proportionate service

at sea, might outweigh any economies in cost of transport obtained by increased dimensions.

In this way it is possible that a limit may be

put to increase in size. Moreover, the great expenditure involved in the provision of suitable

accommodation for very large ships in docks

and harbours is already felt by the proprietors

and authorities. Large expenditure has been

faced at I ondon, Liverpool, Southampton, New

York, and other ports in deepening and wide-

ning channels, constructing floating and dry

by experienced shipowners like Mr.

size and speed shall stop.

For the assumed draught of 34ft. the displacement tonnages given in the table are believed to be approximately correct. They differ from some published statements, but that difference is probably due to an assumption that the ships would be laden to greater draughts. In some instances as much as 41ft. sumptions are, of course, much reduced in displacement, the practical conditions of service and of depths of water at terminal ports having been ignored. It must be added that the figures given for horse-powers are necessarily only estimates, but if the speeds said to for most of the voyages made each year, and be contemplated are attained the horse-powers named will not be very different from those. which will have to be developed on service.

Hamburg. America Steamship	910ft. 879ft. 95ft. 54ft.	52,000 tons. 45,000 tons. 60,000 tons. 22 7arbines, 4 shafte.
Olympic and Titanic	882ft. 850ft. 923ft. 643ft. 34ft.	50,000 tons 40,000 tons 40,000 tons 21 22 Combination of Turbines twin reciprocating engine and low-present turbine, 3 propellers.
 Lusitania and Mauretania.	790ft. 760ft. 88ft. 609ft. 34ft.	39,000 tons 32,000 tons 75,000 tons 25½ Parson's tur- b i n e s, 4 shafts.
Great Eastern.	693ft. 680ft. 83ft. 58ft.	32,000 tons 18,915 tons 8,000 14 Combinati n of paddlswheels and single screw.
	Length over-all Length between perpendiculars Breadth, extreme Moulded depth	Displacement at load draught Gross tounage Horse-power Sea-speed Type of Engine

The new vessels of the White Star and Hamburg-America Lines represent a great step in advance of the largest Transatiantic steamers of the "intermediate" type previously built. The Adriatic, for example, which was launched about the same time as the Mauretania, is nearly 726ft. in length (over-all), 751ft. broad, 58ft. deep. 24,500 tons (gross), and is propelled by twin-screw reciprocating engines of about 15,000-h.p. at an average speed of 16 to 17 knots. The North-German Lloyd's steemship George Washington, which made her maiden voyage last year, is about equal in length to the Adriatic, is 78ft, broad, 54ft, deep, of 25,500 tons (gross), has engines of 20,000-h.p., and has made passages at an average speed of 19 knots. At a load draught of 33ft, her displacement is said to be about 37,000 tons, and her cargo capacity 13,000 tons. The largest ship of the Hamburg-America Line now on service, the Kaiserin Augusta Victoria, was built in 1905. She is nearly equal to the Adriatic in tonnage, about 2ft. broader, and 30ft. shorter. The vessel just ordered will be 30 per cent. longer than the. Kaiserin and 80 per cent, greater in tennage. From the foregoing figures it will be seen that the last five years have been marked by rapid and enormous increase in the dimensions of steamships, the "biggest ship" laid down hawing been speedily deprived of that distinction. The contrast between existing conditions and those which formerly prevailed is remarkable. More than 40 years after the Great Eastern began her Transatlantic service (June 17, 1860), she remained unsurpassed in size, although the chief features of her design had been determined by Brunel in 1852-3. Commercially that ship was a failure; from the scientific and technical sides sha will always remain a marvel of professional skill and courage in facing new conditions and going far Beyond precedent. Until the Cedric of the White Star Line was built (1903), the Great Eastern was not surpassed. The two ships were of equal length, the Cedric was 8ft. less

2,00 tons greater in displacement; and she docks, and providing generally for ships of the had a great tonnage of 21,000 tons, as against largest size; but it is possible that on this side 18,915 tons for the Great Eastern. The older | also commercial considerations may prevail, and ship had practically no superstructures above the rapid progress in dimensions of the last few the upper deck, whereas in the Cedric these years be checked simply because it is found that, superstructures represent nearly 4,000 tons on the whole, it does not pay.

A distinguished French naval officer said Cedric is about 17,100 tons, as against 18,800 long ago that experience proved "the sea to tons for the Great Eastern. Brunel worked under great disadvantages as compared with his quaint saying expresses an unquestionable speed, no further considerable increase in size in Transatiantic steamships seems to be The last half-century has witnessed great necessary. No doubt it is possible to provide improvements in the materials and methods of | more varied, extensive, and luxurious accomshipbuilding and in marine engineering; there | modation in larger ships, and some slight is consequently no reason for supposing that improvement in average behaviour may acfurther increase cannot be made in the dimen- company increase in dimensions. Many passengers even now prefer to cross in slower sions and speeds of ships if commercial considerabut very comfortable intermediate steamships tions should make that course desirable, and if the necessary financial provision were made of large size and moderate engine power; for the construction of larger ships and for their preference is likely to continue and may ensure satisfactory employment for the larger

most, persons to whom time is important. With turbine propulsion it is possible to pre-vent any sensible vibration and to avoid discomforts such as are inevitably experienced in swift steamers driven by reciprocating engines. Everyone who has taken passage in the Lusitania or Mauretania since their screw propellers have been changed will confirm this statement, and there can be no question as to the possibilidraught has been assumed in estimating consequence of the lower speeds accepted, ty of securing equally satisfactory conditions and the vessels will possess much larger cargo- even if still faster and larger vessels should be required. In view of what has happened in the past, it is not possible to predict what will happen in future, but it seems certain that commercial considerations will predominate. -The GREGORY Arcan, British str., 2,961, S. H. it is understood that existing ships of the in-

vessels now building or for still larger vessels.

sages will always be sought for by many, if not

architects and marine engineers, will have to | On the other hand, high speed and quick pas-

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SHIPPING IN PORT.

BTEAMERS.

Anghin, German str., 1,600, C. Kümpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept., Rice and Meal-Butterfield & Swire. BUJUN MARU, Japanese str., 1,300, Y. Fuseno, 11th Sept.-Shanghai and Swatow 10th Sept., General-Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 774. Chr. Sivegensen, 18th Sept.-Haiphong and Hoihow 17th Sept. General-Jebsen & Co. CHENAN, British str., 1,350, Lloyd Jones, 11th Soptember-Shanghai 8th Sept., General-Butterfield & Swire.

CHOISING, German str., 1,021, Bruhn, 21st Sept.—Bangkok 14th Sept., Rice-Butterfield & Swire. COWRIE, British str., 3,055, J. Fallas, 7th Sept.

-Singapore 1st Sept., Kerosene Oil-Asiatic Petroleum & Co. FOOSHING, British str., 1,423, T. Lishman, 15th

Sept.-Java 6th Sept., Sugar-Jurdine, Matheson & Co. GLENFARG, British str., 2,053, W. L. Hartnell, 19th Sept.-Java via Labuan 13th Sept..

Sugar-Shewan, Tomes & Co. Belson, 19th Sept .- Singapore 14th Sept.,

General - David Sassoon & Co., Ld. HAIYANG, British str., 1,362, A. E. Hodgins, 21st Sept.-Foochow, Amoy and Swatow 20th Sept., General-Douglas, Lapraik &

HELENE, German str., 771, H. Bendixen, 21st Sept.—Tourane 16th and Hoihow 20th Sept., General-Jebsen & Co.

INVERESK, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General —Jardine, Matheson & Co. JAPAN, British str., 3,806, A. Stewart, 20th

Sept.-Moji 16th Sept., General-David Sassoon & Co., Ltd. JOSHIN MARU, Japanese str., 702, H. Murayama, 21st S-pt .- Swatow 20th Sept., Tea

and General—Osaka Shosen Kaisha. KIANG PING, Chinese str., 1,222, H. Udden, 5th September-Chinkiang 30th August.

General-Tung Lee & Co. Kumchow, British str., 1,460, J. D. Martin, 27th August-Saigen 23rd Aug., General -Ying Sang & Co. KWANGLEE, Chinese str., 1,468, Lincoln, 21st

Sept.—Shanghai 18th September, General -C. M. S. N. Co. LAERTES, British str., 1,340, H. C. D. Frampton, 11th Sept.-Saigon 6th September, General-Wo Fat Sing. LENNOX, British str., 2,361, D. Reid, 1st Sept.

-Keeling 30th Aug., General-Dodwell MANDABAN MARU, Japanese str., 3,246, Yamamoto, 21st Sept.—Miike 15th Sept., Coal— Mitsui Bussan Kaisha.

MANSHU MARU, Japanese str., 3,254, H. Hinokums, 20th Sept.-Moji 12th September. Coal-Order. MEEFOO, Chinese str., 1.339. Froberg, 9th Sept.—Shanghai 4th September, General—

C. M. S N. Co. No. 3 KEKON. Japanese str., 3,778, T. Tskai. 17th Sept.-Moji 11th Sept., Coal-Order. PHEUMPENH. British str., 1,065. J. H. Scott.

20th Sept - Saigon 16th Sept. Rice -Chinese. PROMETHEUS, Norwegian str., 1,024, O. Kerneliensen. 15th Sept.-Manila 12th

September, General-Aagaard, Thoresen RUBI, British str., 1,618, R. Rodger, 19th September-Manila 17th Sept., General-

Shewan, Tomes & Co. Samsen, German str., 998, R. Petersen, 18th Sept.—Bangkok 11th Sept., General—

Norddeutscher Lloyd. SHIBETORO MARU, Japaneso str., 2 479. Atsumi, 15th Sept. - Wakamatsu 8th Sept. Coal-Osaka Shosen Kaisha.

SPIR. Norwegian str., 871. Solum, 14th Sept.-Quang Chow Wan 12th September, Salt-Aagaard, Thoresen & Co.

SUNGKIANG, British str., 987, H. A. Hards, 15th September-Amoy 12th September. General -Butterfield & Swire. SUVERIC. British str., 4,011. L. S. Cowley, 19th Sept.—Manila 17th September, Hemp-Dodwell & Co.

TENYO MARU, Japanese str., 7.265, W. C. T. S. Filmer, 14th Sept - San Francisco via Ports 16th August, General-Toyo Kison Kaisha.

Tungshing, British str., 1.173, Hussey. 20th Sept. Wakamatsu 14th Sept., Coal-Jardine, Matheson Co.

Worth, British str., 1.227. A. Lucker, 4th
September-Shanghai 31st Aug., General
Butterfield & Swire. YUENSANG, British str., 1,128, P. H. Rolfe, 19th Sept.- Manila 16th Sept., General-

Jardine, Matheson & Co. ARROW, British barque, 2.971, McIvor, 20th May-Anjer 8th April, Kerosene Oil-

Standard Oil Co DRUMELTAN. British 4-masted barque: 1.799. Swatt, 27th August-Menado 30th July. Ballast-Standard Oil Co.

67-12

Don Quixote said "the proof of the pudding is the eating." The proof of the value of Mother Seigel's Syrup is in the personal experience of the hundreds of thousands of people whom it has cured of stomach and liver disorders. If you have no appetite, and cannot digest food, if-you-suffer from headaches; biliousness, constipation, anæmia, or any kindred trouble, arising from a disordered state of the stomach or liver, Mother Seigel's Syrup will cure you. The herbal extracts of which it is made will restore your stomach and liver to working order, give perfect digestion, make food nourish you, and thus keep you in excellent health.

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Mrs. Huddleston, Eclipse Dining Rooms, near South Wigston Station, Leicester, says: -"I had severe indigestion - pains in the chest after meals, and gradually it got round my heart, giving methere a most awful pain, which made me feel sick. I couldn't sleep. My appetite left me. I was so run down I couldn't work. After only one bottle of Mother Seigel's Syrup I was cured."

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NOTICE TO CONSIGNEES.

"COBLENZ

Hongkong, 19th September, 1910.

examined on the 27th inst., at 9.30 A.M.

No Fire Insurance will be effected.

Hongkong, 20th September, 1910.

Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD,

MELCHERS & Co.

General Agents.

Oct., or they will not be recognized.

Agents

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Malayan Companies.

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1.9.0 50% 10 6.17.6 25% 10	15/8 ", 17/6 ",	Strath	s (Bertam) more, R.	*** ** EN1 84		712	U	"MOGUL" LINE OF STEAD
	fy.	Sunge	i Bahru i Choh	***	5.0.0	mal of	200	NOTICE TO CONSIGNE
15/- 15% '10 125% '09	2) fy.— 15/⊂,,	Sunge	i Kapar i Kruit		16/6	321%	'09	S.S. "PATHAN,"
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12/6 ,, fy. ,,	Sunge	i Liang i Salak	111 49	4,15,O	****		FROM GLASGOW, LIVERPO
6.2.6 25% '09 30% '09	fy. ,,	Sunge Tangb	i Way	198 94 198 #1	6.5.0	*****		STRAITS.
6.2.6 10% 10	fy. ,, }	Third	Mile	*** 11		*****		CONSIGNEES of Cargo are herel that all Goods are being land
16,0.0 56% '10	fy. "	Treme	lbye ius Betong	•••		garaa garaa gagara		risk into the Godowns of Holt's. Kowloon, whence and/or from th
	2/ fy. ", 2/ fy. ",	Vald	Or Est nbross	100	288	250%	'09	delivery may be obtained. No Claims will be admitted after
40% '09	7 7	1	st snd Ri	noneo				have left the Godowns, and all Goods undelivered after the 23rd inst. will
7/6 pm			Companie	18. 18.		•		to rent. All Claims against the Steamer m
••••	5/ paid	1, , -	Straits R.			**************************************	·	sented to the Undersigned on or
10.10.0 10% '09	Options		n Internat	Trust				16th Oct., or they will not be recogn
*****	5/ paid 10/ ,,	Rubbe	ast Invest r Plants. In	van Tene		20%	'09	to be left in the Godowns, where the examined on the 23rd inst, at 2.30 r.
45% '09	Options ∫ 10/ paid	B. She	re Trust		· · · · · · · · · · · · · · · · · · ·			Bil's of Lading will be countersign
3/-	15/ ,,	* 15 J	. M. & Trus		, ·	•••••	,	DODWELL & C
*****		India Jav	, Ceylon, a and Sun	Borneo,			٠.	Hongkong, 16th September, 1910.
*******	fy. aid	A	Java				•	"INDRA" LINE LIMIT
9.10.0 30% int. '09	fy. "	Asaha	n (Sumatra wan R		1	94. II		NOTICE TO CONSIGNE
17/6 25% '09	fy. ,, 17/6 ,,	Beauf	ort	100				FROM NEW YORK.
6.12.6 0710/ 100	12/6 ,, 5/ ,,	India	al Sumatra 1 Peninsula		1.	*****		THE Company's Steamship
4.17.6	15/ ", fy. "	Kimai		180		*****		"INVERESK"
3.0.0 (1711)	17/6 ,,	Langi Manel	hester	***		*****		having arrived from the above Port, of Cargo are hereby informed that
2.17.6 50% 'LO	fy. "	Nirma	ala (Java) anak	•		*****		are being landed and placed Ar THE the Hongkong and Kowloon Wharf
27/6	2) fy 10/	Suma	tra Para tra Propa			121%		Company's hazardous and/or ext
8.0.0 10 '09	ty.	Unite	d Serdang Sumatra	***	6.15.0 12/-	5%	'09	consignment will be sorted out mark, and delivery can be obtained
_				31.53214	in the second second	Access of the second		the goods are landed. Goods not cleared by the 24th ins
NEW CAR	TRIDGES.			SINGO	N &	Co.		will be subject to rent. No Fire Insurance will be effecte
			TRON,	iteel, Meta	l and Hardy	vare Merch	ants,	any case whatever.
BY popular English		ro, · Jie	iron and	Foundry	Retail Iro Coke Impo	rtara. • Gai	neral	i Godown, where they will be ex
all Bores and Size	,		HING LOO	ng Stree	pchandlers. 7, (2nd St.,	west of Cer	ntrai	10.30 A.M. on the 24th inst. No Cle admitted after goods have left the
8MOKELESS POW	37.78m =	•	Market).	Telephone	No. 515.	[4	96 —	will they be recognized if not present 10 days of vessel's arrival here.
SHOTS. From No. 10	والمنازية والمنازية والمنازية والمنازية		DAY	ID CO	BSAR T NAVY	ွန်း အဝ	N '8	JARDINE, MATHESON &
\$7.50 per 100, SPORT		SITES	NA	VY BOI	LED			Hongkong, 19th September, 1910
and AIR GUNS in Var	iety.	•	RE	LIANCE	CROWN			"SHIRE" LINE OF STEAME
Inspection Invited.				RPAULI ARNHO	LO KARI	BERG &	CO	NOTICE TO CONSIGNE
M.W	. SCHMIDT &	Co	15351		Sole Agent		,	FROM EURO E.
Hongkong, 26th Octo	ber, 1906.	[545	NOTI	CES T	O CONS	IGNEE	8	THE Company's Steamsh
		******			CONSIG			"FLINTSHIRE," having arrived from the above Ports,
Honorong 1	NDE TABLE.				CTA, PEN			of Cargo are hereby informed, that t
From September 2	 3rd to 29th, 1910	D.		SIN	GAPORE.	LLIVO ADID	, ,	are being landed and placed at their Hongkong and Kowloon Wharf a
Vices		1 1	THE S	teamship		. ,		Co,'s hazardous and/or extra hazardo at Kowloon, where each consigum
HIGH WATES.	LOW WAY		and the second	GREGO	RY APÇA	R,"	· .	sorted out mark by mark, and deli- obtained as soon as the goods are lan
Hongkeng Heig		<i></i>	naving ar	rived from	n the boy	o Ports,	Con-	Goods not cleared by the 24th ins
	the Hongkong I	Icight,	signees of	Cargo are	hereby into	rmed that	neir	will be subject to rent.
,	Mean Time.		goods will Cargo in	Cargo are be delivere opeding th	hereby info d from alon e discharge	rmed that (gside. will be lar	•	No Fire Insurance will be effecte
Fri 18 m 0 40 a 6	Mean Time.	ft. in.	goods will Cargo in at once, at Cargo re	Cargo are be delivered opeding the Consigner maining o	hereby inford from along the discharge strick and end after the board after the strick and the strick and the strick and after the strick and a strick and	rmed that (gside. will be late expense. or 4 P.M. of	ided Lthe	No Fire Insurance will be effecte any case whatever. All damaged packages must be
Fri 18 m 0 40 a 6 5at. 24 m 0 0 6 1 54 a 5 5au. 25 m 0 48 6	Mean Time.		goods will Cargo in at once, at Cargo re 21st inst.	Cargo are be delivere opeding the Consigner maining o will be I	hereby info d from alon e discharge	rmed that (gside. will be late expense. or 4 P.M. of	ided Lthe	No Fire Insurance will be effecte any case whatever. All damaged packages must be Godowns, where they will be examin AM: on the 24th inst. No claim
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NOTICES TO CONSIGNEES	AVERAGE MARKET PRICES.
AUSTRIAN LICYD'S STEAM NAVI-	The state of the s
NOTICE TO CONSTONEES.	The Prices are given in Dollar Conts. Burghen Maar.
FROM TRIESTE, PORT SAID, SUEZ,	and prime out
ADEN. BOMBAY, COLOMBO, PENANG AND SINGAPORE.	Ham Ngau Yok—Corned Beef 22 Read Shin Ngau Yok—Road Beef 22
FIRE Company a Steemaking	Ngau Nam—Breast of Beef 15 Tong Yok—Beef for soup 20 Table Ngau New Beef Stock 22
Laving arrayed, Consignees of Cargo are hereby	Appe Ngan New Pa-Beef Stook 22
informed that their Goods are being fanded at their risks into the hazardous and/or extra	图 Ngan La Ballook's Brains set 9 和中 Ngan La Ballook's Brains lb. 80 和中 Ngan La Ballook's Tongue
Remardons Godowns of The Hongkong and Kowloos Whart and Godown Company. Ltd.,	### Ham Ngan Lave, corned , 60
Kowloon, whence delivery may be obtained. The Steamer brings Cargo from Venice or a.s. "Almina." Teba." and	A News Tau—Hullock's Heart 85 A Man Span Kin—Beef Hump.
Venice ex s.s. Almine. Tebe," and Metocylck "transhipped at Trieste. Trieste ex s.s. "Kouber," transhipped	Maria Kok Bullook's Feet each 8
Optional Cargo will be discharged here unless	Rep In-Bullook's Kidney 9 Ke Ngan Mat-Bullook's Tail
notice to the contrary be given immediately. No Claims will be admitted after the Goods	Ht
have left the Godowns, and all Claims must be sent to the office of the Undersigned before	mage Ngan Tesi Tan Kok—Calve's head and Feet
Noon on the 23rd inst., or they will not be recognised.	会論学 Yong Pai Kwat: Mutton Chop 1b. 22
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be	HA Yong Po-Leg of Mutton
examined on the 22nd inst., at 10 A.M. No Fire Insurance has been effected, and any	A Your Sheep's Ridneys each 9
Goods remaining in the Godowns after the	FF Yong Kon-Sheep's Liver 1b. 24
Dills of Lading will be countersigned by SANDER, WIELER & Co.,	Chi No-Pig Brainsper set 24
Hongkong, 16th September, 1910. [3	Chu I'au—Pig's Ridney
"MOGUL" LINE OF STEAMERS.	Chu Sam—Pig's Heart
NOTICE TO CONSIGNEES.	Order)
S.S. "PATHAN,"	新中生 Shang Ngan Yang—Heef Suet , 20 新丰生 Shang Yong Yang—Mutton Suet 22
FROM GLASGOW, LIVERPOOL AND STRAITS.	FF Ngau Teni-Veel 20 BE Ngau LapChong-BeetBausage 26
∠ YONSIGNEES of Cargo are hereby informed	B角牙中 Ngau Lap Ch'ong—Veal 20 Pourray 30
that all Goods are being landed at their risk into the Godowns of Holt's Wharf at	Bin Kai—Capons
Kowloon, whence and/or from the wherves delivery may be obtained.	B水理室 Sang Bheng Shou Ap—
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining	Ap—Ducks
undelivered after the 23rd inst. will be subject to rent.	La Nam Kai—Fowls Hainan 80
All Claims against the Steamer must be pre- sented to the Undersigned on or before the	Myse-George, 87
16th Oct., or they will not be recognised. All broken, chaled, and damaged Goods are	Pak Kop—Pigeons Canton each 32 Hoihow 24
to be left in the Godowns, where they will be examined on the 23rd inst, at 2.30 r.m.	## Om Ch'un—Quail
Bills of Lading will be countersigned by	### Cha Ku—Partridgeeach —
DODWELL & Co., Ltd., Agents. Hongkong, 16th September, 1910. [1068	在在 Wo Fa Tabk—Rice Birds dos. 80 注的 Sh Ta'ci—Snipe
"INDRA" LINE LIMITED.	公益人 Fo Kai Kung—Turkeys, Cock lb. 60 是其人 Fo Kai Mo—Turkeys, Hen 45
NOTICE TO CONSIGNEES.	Fign. Alia: Kai Yu—Barbel
FROM NEW YORK.	A Pin Yu-Broam
THE Company's Steamship	water Fish
"INVERESK."	Man Yu—Cat Fish
having arrived from the above Port Consigness of Cargo are hereby informed that their Goods	A Mak Yu-Cuttle Fish
are being landed and placed Ar THEIR EXEK in the Hongkong and Kowloon Wharf and Godown	Will Dit To Sha-Dog Fish
ous Godowns at Kowloon where each	水溝 Tam Shitt Sin—Rels, Fresh
mark, and delivery can be obtained as soon as	M董 Wong Sin—Eais, Yellow
Goods not cleared by the 24th inst, at 6 P.M., will be subject to rent.	Shak Pan —Garoupa
No Fire Insurance will be effected by us in any case whatever.	日本 Tso Pak Yu—Herrings
All damaged packages must be left in Godown, where they will be examined at	ga Shi (Et-Mackery)
10.30 a.m. on the 24th inst. No Claims will be admitted after goods have left the godown, nor	Loach
will they be recognized if not presented within 10 days of vessel's arrival here.	Shang Ho—Oysters
JARDINE, MATHESON & Co., Ltd.,	Tan Lo-Perch
Hongkong, 19th September, 1910. [1077	HAM For You Plate 13.
"SHIRE" LINE OF STEAMERS, LTD.	Black, ,, 22
NOTICE TO CONSIGNEES.	Pikasi-Raj
FROM EURO E.	A Chur Yu-Roach
THE Company's Steamsh	Ma Xan Yal—Salmon, Canton ,, 82
"FLINTSHIRE," having arrived from the above Ports, Consignees of Cargo are harply informed, that their Consi	Aid Po Yu—Skate
of Cargo are hereby informed, that their Goods are being landed and placed at their risk in the	24 Tak Ba-Yu-Solos
Hongkong and Kowloon Wharf and Godown Co,'s hazardous and/or extra hazardous Godowns of Kowloon where each consignment will be	April Tso Han Ya-Turboting 22
at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.	
Goods not cleared by the 24th inst., at 6 P.M., will be subject to rent.	Hang Van Autonda
No Fire Insurance will be effected by us in any case whatever.	California 20
All damaged packages must be left in the Godowns, where they will be examined at 9.30	温中海天 Tin Teun Piu Ko—Apples, Office 12 2 2 2 Hoi Tong—Apples, small, Cito 7
AM: on the 24th inst. No claims will be admitted after goods have left the Godown, nor	AF本日 Yat Pun Ping Ko—Appres
will they be recognized if presented after 10 days of vessel's arrival here.	Shang Heng Houng Taiu-
JARDINE, HATHESON & Co., LTD.,	Bananas, fragrant, Canton

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Mr. A. Storrie

Mr. R. P. Taylor

NORDDEUTSCHER LLOYD, BREMEN. 子母。P'ó Tai Tez-Grupes... 1st Ming Mong-Lemons, Chin 美国 Kam Shang Lingmon—Len American... 检查 Lai Chi—Lichees, Freah! having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception 花枝葉 Lai Uhi Kon — Lichess, Su. Wing Mong—Lemons,—Sais of Opium. Treasure and Valuables are being 世界名 Lui Sung Mong—Mango, Ma 世間安 On Nam Mong—Mango, Sai 千竹山 Shan Chuk Taz—Mangostea landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be American..... MM Sai Kwa-Water Melone Ch No Claims will be admitted after the Goods 脸香 Heung Kwa - Musk Me American.... have left the Godowns, and all goods remaining Passion Fruit, American undelivered after the 27th inst. will be subject Papaw 1st..... All broken, chafed, and damaged Goods are 聚自 Pak Lam—Olives to be left in the Godowns, where they will be Ch'ang-Oranges, Sw 代表 Chiu Chau Ch'ang-Orang All Claims must reach us before the 1st

Swatow 位門達 O Mun Ch'ang—Oranges, M 假沙维 Chu Sa Kat— " " Mandarin 熱甜 Tim Kat— 14 k Shanghai Li-Pears American , 10 20 30 St Li-Pears Shanghai Sin Tsi-Pears, Cooking Canton .. 7

A Pil Shang Houng Taiu-Bone

Superior-to-Emulsions or-Cod-Liver oil. Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil. Recommanded at the Paris Aca-

demy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules.

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Barometer 9 A.M. 29 97 | Therm. (Wetbuilb) 9 A.M 78 Barometer 1 P.M., 29.93 | Therm. (Wetbulb) 1 P.M. 78 Barometer 4 P. M. 29.90 | Therm. (Wetbulb) 4 P.M. 77 | Undersigned. Thermom. 9 a.m. 82 Therm. Maximum83 Thermom. 1 P.M. 88 Therm. Minimum over Thermoun, 4 r.m. 83

Highest open air Temperature on 21st.....88 Lowest open air Temperature on 21st.....79

MESSES. FALCONER & CO.'S REGISTER.

September 22nd.

Rain

No Fire Insurance has been effected Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., LTD.,

Hongkong, 19th September, 1910. NORDDEUTSCHER LLOYD, BREMEN

IMPÉRIAL GERMAN MAIL LINE NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH. having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazard. ous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst, will be subject

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9 30 A.M. All. Claims must reach us before the 1st October, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

to rent.

NORDDEUTSCHEB LLOYD, MELCHERS & Co., General Agents Hongkong, 20th September, 1910.

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FOR SALE OR CHARTER.

STAUNCH and SPEEDY STEAM. A LAUNCH "CHEAN ON," Length 99
Leet, Breadth 15 feet, Speed 11 knots, including upholeteries, lying on Wong Kock Tent.

CHUN HING Co. 1st Floor, 214, Wing Lok Street, Hongkong. Hongkong, 21st September, 1910.

FOR SALE.

DEMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

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LOT MARINE No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

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ON SALE.

HONGKONG HANSARD REPORTS of the LEGISLATIVE COUNCIL Session 1909.

REVISED BY THE MEMBERS. DAILY PRESS OFFICE. Hongkong, 21st February, 1910.

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BOMBAY LIQUOR TRAFFIC.

IMPORTATION OF FOREIGN SPIRITS.

A lengthy Government resolution on the report of a committee appointed to investigate cortain matters connected with the import of foreign spirits into Bombay has been published as a Press Note and with it was issued the committee's report extending to 300 pages.

The resolution states:—The Foreign Liquor Committee have submitted an interesting report for which the thanks of Government have been for which the thanks of Government have been conveyed to the members. The most important question on which their opinion was asked for is whether cheap foreign liquors (i.e., those priced from Rs. 3 downwards per gallon in bulk and from Rs. 7-8 downwards per gallon in bulk and livered ex-duty in Hombay) are more harmful than country spirit manufactured under supervision. All other points referred to the Committee for consideration are subsidiary to this make use of it. The Bishop of Utrecht was appointed arbitrator, and he, when told of main question. The Committee are not in a was appointed arbitrator, and he, when told of position to say that cheap foreign liquors, so far the matter, flew into a rage, declaring that as as their physical properties are concerned, are | what wind there was in his diocese belonged to more deleterious than country spirit. In the continuous that the evidence collected prove his contention by at once granting the content authority shows that the theory about full power to build a windmill when and of the deleteriousness of cheap foreign liquor where he chose. as compared with country liquor cannot be maintained. This conclusion is in consonance with the findings of two Royal Commissions, based upon the best expert evidence. The Committee (Dr. Powell dissenting), however, consider cheap foreign liquors more seductive, and therefore tempting more to excess than country liquor. Government, however, agree with Dr. Powell that there is nothing in the known circumstances to support the theory of the greater seductiveness of foreign liquors. The majority of the Committee seem to have based their conclusion upon expressions of personal opinion, such as that quoted in paragraph 25 of their report. This opinion appears to state what might happen rather than what does happen. No doubt foreign spirits are more palatable to the European, and to the uninitiated natives of India, but, on the other hand, the twang of country spirit is a distinct recommendation to those who have becomes acoustomed to the land of windmills, introduce a movable it. The total imports of cheap potable foreign dome carrying the sail-axle. The dome ran on spirits into Bombay in the year 1907-08 amounted to 73,754 gallons, all of which was not consumed in this Presidency. This amount is absolutely insignificant in comparison with although not at all picturesque, are very many the consumption of country spirit. The trade times cheaper and more useful than the old has been in existence in its present form for mill, but even now they are not as largely used many years, and the fact that cheap foreign for all purposes as they will be in the future, for spirit has made no greater way in the country an electric plant driven by a windmill costs less affords strong evidence against the theory of than half what it would if driven by any other greater seductiveness and at the same time shows power, while depreciation and upkeep amount that the measures already in force have been to a mere nothing in comparison. - London

fairly effective in limiting consumption. The considerations mentioned in the foregoing paragraph do not, however, preclude action being taken with a view to bringing the trade under stricter control and preventing the abuses of which the Committee's report furnishes evidence. Government consider that endeavours should be made

too cheap in comparison with country liquor; (2) to provide against the addition of noxious substances and against frauds upon the consumer arising from misdescription; and (3) to restrict within reasonable limits the facilities for obtaining foreign spirits.

ANTIQUITY OF THE WINDMILL.

Windmills are said to have been introduced into England by the Knights of St. John, who observed them in use among the Saracons during the Crusades; but how long they had been in existence before it is not possible to ascertain. A watermill was built in Bohemis in the year 718, for an old chronicler mentions it, going on to say that, "Before that time all the mills in Bohemia were windmills set upon the summit of hills." Windmills became so common throughout Europe in the

For hundreds of years windmills were among themost important adjuncts of industry, yet they hardly changed from the rude and primitive design of earliest days. They were fixed in one position, and so could only be worked when the wind blow from a certain quarter; while the four sails boasted no slate or checking apparatus any kind, which must have been most inconvenient at times. The first idea of arranging a mill so that it could be worked "whene'er the wind did blow" was that of tothering an ordinary mill in the middle of a pond by means of ropes. When the wind shifted the ropes were loosed and the mill dragged around until the sails were caught by the wind and it was then again tethered as before. Later on a great pole, which was worked on the principle of a turn-table, was affixed to the mill. Not until 1500 did Holland,

Daily Telegraph.

LATEST STEAMER MOVEMENTS

The C.P.R. Co.'s str. Empress of India (1) to prevent foreign spirits from becoming arrived at Nagasaki at 8 a.m. on the 22nd inst., and left again at 3 p.m. same day for Kobe where she is due to arrive at 6 a.m. on the 23rd

The C.P.R. Co.'s str. Monteagle left Vanconver for Hongkong via usual ports of call on the 20th instant p.m.

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On 27th inst., at 4 P.M.

On 30th inst., at 4 P.M.

On 27th inst., at Noon.

On 8th Oct., at Noon

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To-day, at 4 P.M.

To-morrow, at Noon.

On 1st Oct., at Noon

End of Oct.

To-morrow,

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Hyogo Kobe Anping Hakodate Tament Shimonoseki EASTERN SIBERIA Nicojewsk Vladivostock

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Boyal Octavo-Complete with Fifteen Maps, the various Castoms Tariffs, Trade Regulations Royal Octavo—Complete with Filteen maps, and Plans, pp. 1882, \$10.00. Directory only Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Coles, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including :-

TRUATIES WITH CHINA Great Britsin :-- Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1880; Rules for Joint Investigation of Customs Ssignres, 1869; Chefoop 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1899; Burmah Convention 1897; Kowloon Extension, 1899; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention,

France:-Tientsin, 1858; Convention, 1880; Tientsin, 1885; Conventions, 1893, 1897, and 1895; Frontier Trade Regulations.

United States:-Tientsin, 1858; Additions 1868; Poking, 1839; Imnigration, 1834 Commercial, 1903, Germany:-Tieutsin, 1961; Paking, 1930

Kinochau Convention, 1893; Bailway and Mining Concession, 1333. Japani-Shimonoseki, 1895; Licotong Convention, 1895; Commercial, 1893; New Port 1898. Sapplementary Commercial, 1905 Russian: -8. Petersburg, 1831; Russian Land

Trade, 1881. Portugal, 1888; Commercial Treat, 1094. FINAL PROTOGOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention-Russia, Agreements as to Corea; United States, Extradition Troaty, 1836; Great Britain (Allianne) 1905; Russin (Ponce Treaty) 1905. TRUATIES WITH CORNA

Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM. Great Britain, 1856, 1899 and 1999, France, 1893 and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier. Great Britain and Russia, Bailway Convention CUSTOMS TARIPPS

TRADE REGULATIONS Chine, Japan, Siam, Cores.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M 'a Subjects in China and Cores, and in Siam Rules of H.B.M.'s Supreme and other Courts in Chins, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hong. kong, Malay States Federation Agreement Table of Hongkong Court Fees; Admir alty Rules, Foreign Jurisdiction Act; Bagulations for the Consular Courts of Waited States; United States Consular and Court-Fees: Rules of Court of Consuls of Shanghat Chinese Passenger Act; Hongkoug Licences Trade Marks, and Letters Patent Fees: Port Begulations for China; Harbour Regulations

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3. From Blake Pier to Naval Yarl. 4. From Naval Yard to East Point

1. From Green Island to the Harbour Master's.	2. From Harbour Mas	ter's to Blake I	Pier. 3	i. Fron Blake Pier to N	aval Yarl. 4. From Naval Yard	GO MAST POUL
DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATTRED
	Deliti	Brit. str	_	G. W. Gordon, R.N.R.	P. & O. S. N. Co	On 1st Oct., at Noon. About 5th Oct.
LONDON & ANTWERP VIA SINGAPORH, &c	SYRIA	Brit. str		D. C. Gragor, L.N.R.	MELCHERS & Co	On 1st Oct.
COPENHAGEN	BELGRAVIA		k. w.	Hildebrandt	HAMBURG-AMERIKA LINES	On 2nd Nov. On 6th Oct.
HAVRE HAMBURG & ANTWERP, &c	BADENIA	Gor, str	k. w. k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 13th Oot.
HAVRE, & HAMBURG VIA STRAITS, &c BAVRE & HAMBURG VIA STRAITS, &c	ALESIA ARMENIA	Ger. str.	k. w	Rohde	Hambueg-Amerika Linie	On 6th Nov. About 17th inst.
MARSEILLES, LONDON & ANTWERP	CARNARYONSHIRE	Brit. str		Gregory	JARDINE, MATHESON & CO., LD MESSAGERIES MARITIMES	On 27th inst, at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	TOUBANE		-	Lancelin F. E. Cope	Mannay Vitory Katetta	On 28th inst, at D light
MARSEILLES, HAVRE, & HAMBURG, &c	AMBBIA		k w	Deinst	HAMBURT-AMERIKA LINIE	On 4th Oct. On 12th Oct., at D'light
"Margrilles, London & Antwerp via Singapore, & o	IYO MARU	Jap. str		R. Takeda	Nippon Yusen Kaisha Hamburg-Amerika Linie	On 23rd Oot.
MARSEILLES HAVRE & HAMBURG. &c	C. FRED. LARISZ		k. w.	Knaisel H. Fraser		On 25th Oct., at D'light
MARSEIILES, LONDON & ANTWERP VIA SINGAPORE,&C. NAPLES, GENOA. ALGIERS, GIBEALTAR, &C.	DEEFFLINGER			G. Meiners	MELCHERS & Co	On 5th Oct., at Noon On 28th inst., P.M.
TRIESTE, &c., V'A SINGAPORE, &c.,	VORWARETS	Aus. str		B. Bednarz	SANDER. WIELER & Co	
NEW YORK VIA PORTS & SUEZ CANAL BOSTON & NEW YORK		Am. str Brit. str			DODWELL & Co., LTD	About 5th Oct.
TROSTON & NEW YORK	INDRAWADI	Brit. etr	. — .	THE CLASS SECTION	LIDDING MARKED & CO. LD.	About 13th Oct.
VICEPORTA B.C., VANCOUVER, & SEATTLE, &C	Suveric	Brit. str	· · ·		Dodwell & Co., Ltd CANADIAN PACIFIC R. Co	ATT CLOR THEOR
VANCOUVER (DIRECT)	EMPRESS OF TAPAN	Brit. str	1 m.		CANADIAN PACIFIC R. Co	On oth Ost., avo P.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c	MONTRAGLE	Brif. Str	2 m.	*** *** *** ***	CANADIAN PACIFIC K. Co	Ou off Mon' at Moor
VICTORIA C.B.& TACOMA VIA JAPAN	SEATTLE MARU	- Jap Str -		T. Saito K. Kawara		On-11th Oct., at Noon.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C. VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &C.	TAMBA MARU	Jap. str.		K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c	BUYO MARU	Jap. str			Toyo Kisen Kaisha	On 22nd Oct., at Noon. On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU CHANGSHA		1 m.	G. W. Eidy	NIPPON YUSEN KAISHA BUTTERVIELD & SWIPE	On 39th inst, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str		H. Rsegener	MELCHERS & Co	On 8th Oct., at Dilight
AUSTRALIAN PORTS VIA MANILA	NIEKO MABU	Jap. str		M. Yagi		On 28th Oct., at Noon. On 29th inst., at 5 P.M.
KOBE & YOKOHAMA		~ ·	_	A. Christiansen		Though Inch Act.
NAGASARI, KOBE & YOKOHAMA	NIKEO MABU	Jap. str		M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
JAPAN	TJIMAHI			Kenzie	2 ⁻	
CHEFOO & NEWCHWANG	NANCHANG	Brit. str	l m. 1 m.		BUTTERFIELD & SWIRE	On 25th inst., at D'light
TIENTSIN	Chipshing	Brit. str	<u> </u>	F. Mooney	JARDINE, MATHESON & Co., LD	
SHANGHAI, NAGASAKI KOBE & YOKOHAMA	GREGORY APCAR		ر رئي ئي اي	J. Randermann 8. H. Belson		To-day, at Noon.
SHANGHAI, KOBE & MOJI SHANGHAI, MOJI, KOBE & YOKOHAMA					P. & O. S. N. Co	About 24th inst.
SHANGHAI	ANHUI	Brit. str	l m.		ROTERRIELD & SWIRE	On 25th inst., at D'light On 26th inst., P.M.
SHANGHAI KOBE & YOKOHAMA SHANGHAI. KOBE & YOKOHAMA	C. FEED. LAZISZ	Ger. str.	k, w.		Messageries Maritimes	On 25th inst
QUANITHAT	TUNGSHING	Brit. str			.] Jardine, Matheson & Co., Ld	On 27th inst., at Noon.
SHANGHAI	Wosang	. Brit. str	. —] A. A. Campbell	A JANDINE, MATHESON & CO., LD	On 90th inst
SHANGHAL MOJI & KOBE	AND DOMENAY DUARROLL !	" Office and		Owen Jones, R.N.R.	NIPPON YUSEN KAISHA P. & O. S. N. Co	About 29th inst.
SHANGHAI. KUBE & MOJI	Kutsang	Brit. str	-	Bradley	. Jardine, Matheson & Co., Ld.,	On 4th Oct., at Noon
SHANGHAI VIA SWATOW. AMOY & FOOCHOY	V Bujun Maru	Jap. str	_	Y, Fuseno	Osaka Shosen Kaisha Hamburg-Amerika Linie	On 6th Oct, at Noon. On 6th Oct.
SHANGHAI, KOBE & YOKOHAMA SHANGHAI, YOKOHAMA & KOBE	STAM	Dan. str	k. w.		. Melchezs & Co	On 6th Dec.
SHANGHAI, KOBE & YOKOHAMA	. Pekrid	. Swed str	i		. Olof Wijk & Co., Ltd	On 15th Oot.
SHANGHAI SWATOW & AMOY	. LJIKINI	Dut. str Jap. str	} <u></u>		Jave-China-Japan Lijn Osaka Shosen Kaisha	The second of the Art
TAMBUI VIA SWATOW & AMOY	Joshin Maru	Jap. str	·	H. Murayama	Obaka Shosen Kaisha	On 25th inst., at 8 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	. Brit. str	2 h.		Douglas Laprair & Co Douglas Laprair & Co	
SWATOW, AMOY & FOOCHOW	HATCHING	Brit. str Brit. str			DOUGLAS LAPRAIR & CO	

Brit. str. ..

Brit. str. ...

Brit. str. ..

Brit. str. ...

Brit. str. ..

Ger. str.

Jap. str. ...

Brit. etr. ...

Brit str. ...

Brit. str. .

LOONGSANG... ...

JAPAN ...

J. W. Evans

P. H. Rolfe ...

A. Fraser

F. Sembill

R. Bodger

A. W. Outerbridge

S. J. Payne

Y. Nomura ...

A. Stewart.

M. B. Lake ...

SHIPPING.

ARRIVALS. Annul, British str., 1,350, J. B. Harris, 21st Sept.—Shanghai 18th September, General—Butterfield & Swire.

C. FERD. LARISZ, German str., 3,158, Knaisel, 22nd Sept.—Singapore 16th September, General—Hamburg-Amerika Linie. Konsichang, German str., 1,293, C. Rosiefsky 22nd Sept.—Bangkok 15th Sept., Rice and Teak—Butterfield & Swire.

KUEICHOW, British str., 1,215, Hooker, 22nd Sept.—Tientein 15th and Weihaiwei 17th Sept., General-Butterfield & Swire KUMERIC, British str., 4,006, Geo. B. McGill, 21st Sept.—Seattle via Yokohama, Kobe and Moji 16th Sept., General - Dodwell &

PANTHER, Austrian 3rd class cruiser, 1,500, von Skerl, 22nd Sept.—Swatow 21st Sept.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 22nd September. Gregory Apear, British str., for Shanghai. Havyang, British str., for Swatow. Kueichow, British str., for Canton. Kumeric, British str., for Manila. Samsen, Gorman str., for Hothow.

DEPARTURES. 21st September. Peleus, British str., for Shanghai. 22nd September. ANHUI, British str , for Canton. CANDIA, British str., for Singapore. CHINHUA, British str., for Shanghai. COBLENZ, German str., for Yokohama. GLENFALLOCH, British str., for Amoy KWANGTAH, Chinese str., sor Shanghai. RAJABURI, German str., for Bangkok.

SHIPPING REPORTS. The British str. Anhui. reports: Light Southerly wind and fine weather.

VESSELS IN DOCK.

September 22nd. TAIKOO DOCK .- Union Demoter Japan. Sungkiang.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL. The E. & A. str. Aldenham left Manila on the 21st instant, and is due to arrive here today at daylight.

The N.Y.K. str. Nikko Maru (Australian Line) left Thursday Island for this port via Manila on the 15th instant, and is expected here on the 26th instant.

THE AMERICAN MAIL. The P.M. str. Korca will leave Manila on the 22nd inst. p.m., and is due to arrive at this port to-morrow at 10 s.m.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

The P.M. str. Siberia left San Francisco on the 13th instant for Hongkong, via Honelulu, Japan and Shaughai, and is due here on the 10th pror. The P.M. str. China left San Francisco on

the 20th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox. THE FRENCH MAIL.

The M.M. str. Oceanien, with the French Mails of the 28th ult., and mails from London of the 27th ult., will leave Saigon on the 23rd inst., at 4 p.m., and is expected to arrive here on the 26th instant, at daylight. THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of Japan arrived at Yokohama at 7 a.m. on the 21st inst., and left again at 3 p.m. some day for Kobe, where she is due to arrive at 3 p.m. on the 22nd instant.

THE INDIAN MAIL. The Apear str. Catherine Apear from Calcutta left Singapore on the 19th inst. p.m., and may be expected here on or about the 25th inst.
The Indo-China str. Kutsang left Calcutta for the Straits and Hongkong on the 16th inst., and is due here on or about the 2nd prox.

MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Palawan left Singapore for this port on the 18th instant, at 6 a.m., and is due here to-day at about 9 a.m. The Austrian Lloyd's str. Vorwaerts left Shanghai for this port on the 20th instant a.m., and is due here to-morrow a.m.

The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant. The "Ben" Line str. Benolder from Leith and London left Singapore on the 21st instant,

for this port. The N.Y.K. str. Kitano Maru (European Line) left Yokohama for this port via Kobe. Moji and Shanghai on the 14th instant, and is expected here on the 26th instant.

The N.Y.K. str. Bombay Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th instant, and is expected here on the 28th instant.

The O.S.K. str. Scattle Maru left Tacoma, Wash., for this port on the 20th ultime, and is expected-to-arrive here on or about the 27th

The O.S.K. str.. Chicago Maru left Tacoma for this port via Japan and Manila on the 17th instant, and is expected here on or about the 25th prox.

PASSENGERS. ARRIVED.

Per Kueichow, from Tientsin, Mr Hill, Mr and Mrs Galf. Per Anhui, from Shanghai, Mr and Mrs Baxter, Mr Martin and Capt, Armistead.

Per Prinz Eitel Friedrich, for Shanghai and Japan, Mr and Mrs Blunck, Mr and Mrs H. L. Dennys, Mr and Mrs J. L. Waldron, Messrs R. Scherer, W. J. Fenn, R. L. Philipps, G. W. Marshali, Lemiere, Gutterez, M. R. Colemann, U. Muller, R. Pescco, E. J. Gipson, H. de Godon, Rev. C. B. Hannah, Messrs E. R. Munro and party, T. George, J. Silva and Mrs E.

R. Munroe. Per Buelow, for Europe, &c., Miss Mary Lynch, Mrs E. Crosby and 3 children, Miss R. Wright, Messrs N. D. Mudie, J. Kunze, E. G. B. Lover, James R. Estes. Paul Kuppers, Ch. B. Feller, Edwid E. Pail, C. P. Barley, A. B. Segur, Mrs Robertson, his Lordship the Bishop of Victoria, Mesers P. Eusebius, F. Nelson, R. W. Hozen, H. Hiellen, L. Ellis, W. Cross, P. Grunah and Shewanam, Mrs Ohha and Mrs

STEAMERS PASSED THE CANAL. September 2nd-China, Moyune, Peshawur, Tango Maru, Pacifique. 6th—Monmouthshire, Theseus, Armenia. 9th—Borneo, Polynesien, Priam, 13th-Aragonia, Astyanax, Ghazee, Silvia, Yorck. 16th-Atouta Maru, Cardigan. Shire, Dumbar, Japan, Kamo Maru, Laerte-Porsous, Prinz Ludwig, Scandin Maru, Wraycastle

PENINSULA STEAM NAVIGATION CO.

PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Hongkong	from Colombo to MARSHILLES & London Connecting Steamers MARSHILLES (Brindisi Algorithms (Brindisi)		(London
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000 ARCADIA 7000 ASSAYE 7500	February 4 February 18 March 4	MANTUA11000- MALWA11000 MACEDONIA 10500	March 4 March 18 April 1	March 10 March 24 April 7
MARMORA 10500 DEVANHA 8000 DELHI 8000 ASSAYE 7500 DELTA 8000	March 18 April 1 April 15 April 29 May 13	(Through Steamer) calling at Bombay) MOLDAVIA10000 MONGOLIA10000 MOREA11000 MOCLTAN10000	April 15 April 29 May 13 May 27 June 10	May 6 May 19 June 2 June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax):

ist SALOON £71.10 SINGLE. £106.14 RETURN. £ 72.12 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

CARRYING PALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

s tram er s		·		Hongkong Leave	Due London
* SUNDA * NUBIA * SYRIA * NORE * PALAWAN * BORNEO * SICILIA * SUMATRA * NILE	### ### ### ### ### ### ### ### ### ###	#4# ### ### ### ### ### ### ### ### ###	Tonnage 4700 5900 6660 6700 4700 4600 6700	about January 25 February 8 March 8 March 22 April 5 April 19 May 31 June 14	March 25 April 24 May 8 May 22 June 5 June 19

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSFILLES FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE. £8210 RETURN. · Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to-

E. A. HEWETT, SUPERINTENDENT.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. VANCOUVER. B.C.. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steame	r.	Tons.	Captain.	- ' - ' - ' - ' - ' - '	To Sail on er About.	
* SUVERIC * KUMERIC AYMERIC	*** *** *** *** **1 - **1	6,232 6,232 4,362	F. S. Cowley G. B. MoGill J. Boyd		27th September. 20th October. 20th November.	

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,—Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec. "EMPRESS OF JAPAN" BAT., 8th Oot "EMPRESS OF IRELAND"FRI. 4th Nov. "EMPRESS OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov. "MONTEAGLE" TUESDAY, 8th Nov. From St. John, N.B. "EMPRESS OF INDIA " SAT., 19th Nov. "EMPRESS OF BRITAIN" FRI., 16th Dec. "EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan. "EMPRESS OF CHINA" SAT., 14th Jan. "ALLAN LINE" FRIDAY, 10th Feb.

> Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Br. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers) Intermediate on Steamers)

and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth

crossing the American Continent by Canadian Pacific dis-

affording superior secommode Passengers

ORIENTAL NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

STEAMERS Tons NAPLES, GENOA, ALGIERS, "DERFFLINGER" 17,000 [Wed'day, 5th GIBRALTAR, SOUTHAMPTON. Oct. at Noon. Capt. G. MEINERS ANTWEEP & HAMBURG SHANGHAI, NAGASAKI, KOBE) "YORCK" Abent and YOKOHAMA Capt. J. RANDERMANN MANILA, ANGAUR, YAP,) " COBLENZ " 6.750 Saturday, 8th NEWGUINEA, BRISBANE. Capt. H. RAEGEEEE Oct., at Daylight SYDNEY and MELBOURNE "PRINZ WALDEMAR," 6,100; About YOKOHAMA-&-KOBE Capt. F. ISBKE 18th October "BORNEO" KUDAT and SANDAKAN End of October. Capt. F. SEMBILL

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hougkong, 23rd September, 1910.

PASSENGER SEASON 1911.

DAYS TO ITALY BY THE

N.D.L. LINERS:

DISPLACEMENT. * "PRINZESS ALICE"- 20,300 ON MARCH 22ND. Capt. P. GROSCH. * " LUETZOW " - - -17,300 On April 5th.

Capt. —— * "KLEIST" - - -17,000 - On April 19th. Capt. O. PAHNEE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy. Early booking recommended, For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS,

Hongkong, 15th September, 1910.

SWEDISH EAST ASIATIC CO., LTD.

-GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION. STEAMERS. DATE OF SAILINGS. SHANGHAI, KOBE & YOKOHAMA ... "PEKING" On 15th October. SHANGHAL KOBE & YOKOHAMA ... "CANTON" On 5th November. For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., AGENCIES, LTD.

Hongkong, 23rd September, 1910. MESSAGERIES MARITIMES

FRENCH MAIL LINES.

MM

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SHANGHAI, KOBE & "OCEANIEN' YOKOHAMA ... "TOURANE MARSEILLES, VIA PORTS "DUMBEA SHANGHAI, KOBE **YOKOHAMA** MARSEILLES VIA PORTS

Capt. Lancelin Capt. Rebufat " V. DE LA CIOTAT " Capt. Barillen

On 26th Sept., P.M. On 27th Sept. 1 P.M. On 10th Oct., P.M On 11th Oct. 1 P.M.

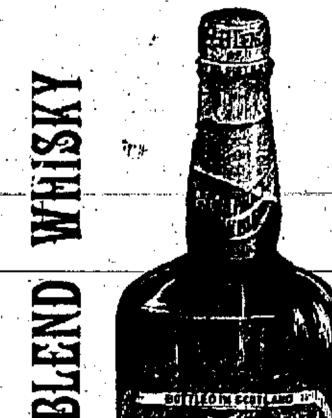
TO SAIL.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta. Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 14th September, 1910.

P. THOMAS, AGENT, Queen's Building.

Gutler, Palmer & Go.'s



GNE



MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.)

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA,

COAL DEPARTMENT

Collieries. SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:-MARUNOUCHI,

VESSELS ON THE BERTH FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 23rd inst. at

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd.

Agents. Hongkong, 20th September, 1910.

CANADIAN

PACIFIC

RAILWAY CO. FOR VANCOUVER.

THE Steamship

'SUVERIC."

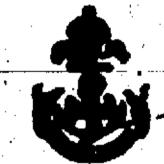
FROM HONGKONG, ON TUESDAY, THE 27TH SEPTEMBER. FOR VANCOUVER DIRECT.

To be followed by KUMERIC 20th Oct

AYMERIC 20th Nov. SUVERIC 15th Dec. OCEANO 17th Jan. 1911.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies. For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co., Hongkong. Hongkong, 14th September, 1910 [1057



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE. and Adriatio Ports). THE Company's Steamship

"VORWAERTS." Captain Bednarz, will be despatched as above on WEDNESDAY, the 28th Sept., P.W. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co.,

Agents, Princes Buildings Hongkong, 21st September, 1910. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULP, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship "DELHI."

Captain G. W. Gordon, R.N.R., carrying His-Majesty's Mails, will be deepstched from this for Bombay, &c., on SATURDAY, the 1st October, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "EGYPT," due in London on the 12th November, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

Hongkong, 19th September, 1910. REGULAR STEAMSHIP SERVICE

E. A. HEWETT

(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGRONG.

FOR BOSTON AND NEW YORK. 8.8. MUNCASTER CASTLE" On or about 5th Oct. For Freight and further information, apply to DODWELL & Co., LTD.,

Agents. Hongkong, 20th September, 1910. [1079 "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK. THE Steamship

"INDRAWADI." Captain W: Gray Williams, will be despatched as above on or about the 13th October. Freight or Passage, apply to DINE, MATHESON & Co., LTD.

- Agenta. Oth Seytember, 1912

STEAM NAVIGATION COMPANY.

				The second secon	1
- yor	STRANERS		TO BAIL	REMARKS.	1
SHANGHAI, MOJI, I	Capt. C. R	N	About 24th Bept.	Freight and Passage.	
BHANGHAI	ASSAYE Capt. Owen	Jones, B.N.B}	About 29th Sept.	Freight and . Passage.	1
LONDON TIA USUAL	PORTED DELHI		Noon, 1st		F
TONDON and ANTW VIA SINGAPORE, ANG, COLOMBO, I SAID and MARSEI	PEN-{SYRIA PORT { Capt. D. (C. Gregor, R.N.E.	About 5th Oct.	Freight and Pasage.	
For Further Par	rticulars, apply to			EWETT,	
Hangkong, 23rd Sep	tember, 1910	<u> </u>		uperintendent [1	

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CHIN	A NA	VIGA	3.T.L	JN C	U. ,	LD.
	SAILINGS	SUBJECT	TO ALT	CERATION	9	
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			EAN"	On	27th Sept	. 4 р.м.
MANILA	A SETTION & STOLE A CONT	utibe's	11111			
MANILA, Z.	AMBOANGA, T	DOMAN				
DAY	LAND, COOK?	COMMITTEE C	HANGSHA	" On	30th Sept.	, 4 г.м. 🦠
CAIRNS, '	TOWNSVILLE,	. KKIM. I			. –	
BANE, SY	DNEY & MELBO NEWCHWANG	ORNEL			44.04	
CHEFOO &	NEWCHWANG	"N	ANCHANG	"Un	Lat Cot.,	4 P.M.
	DIRECT SALLI.	NGS TU W	ROL KTARI	\$, TW100 YV 0	ekiy.	
	S.S. " L	INTAN " as	ad 8.8. "82	ANUL"		
ATISTRAL	IAN STEAME	RS have su	perior accom	modation w	ith Electr	ic Light.
the and and	Electric Fans in	the Statero	oms. Adu	ly qualified	Burgoon 1	s carribo
TOTAL CITY IN	ARES, Cargo	ooked throu	ch for all	Australian,	New Ze	land and
			J.			
Tasmanian Ports	rwin screw	STPAMERS	& TIENT	STN SPEAR	MERS have	e superior
_ MANILA	amodation with	Plantula Tilahi	t theorem	and Flactri	c Fone in	the State.
Passenger accou	omognition with	Meeting Digit	r rutonBuon	A SEELL ASTOCETT	C PARS IN .	1110 10 10 10
rooms and Dinit	ng Saloon,	OTTATA	T TITTE	~	** ()	
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FAST SO	CHEDULE TWI	N ROKEM	BIEAMER	P ("ANHU	I, CHE	inan,
CA CHETCATTETA	" and "TIN a N"	with axaallan	t accommodal	ion. Electric	· Light thro	ingrout .

"CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Diving Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A. Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. BUTTERFIELD & SWIRE, For Freight or Passage apply to-AGENTS. Hongkong, 23rd September, 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOOCHOW SAWTOW. AND RETURN.

Occupying 9 to 10 Days). CAPTAIN **BTEAMSKIPS** Capt. A.E. Hodgins "HAIYANG"

" HAICHING

" HAITAN "

LMAVING. 23rd Sept., at 10 A.M. FRIDAY, 27th Sept., at 10 A.M. Capt. W. C. Passmore ... TUESDAY, Capt. J. W. Evans ... "30th Sept, at 10 A.M. FRIDAY,

AGENTS . [6

AND RETURN. FOR SWATOW

(Occupying 3 Days). SUNDAY, 25th Sept., at 11 A.M. WED'DAY, 28th Sept., at 11 A.M. Capt. A. H. Stewart ... Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 23rd September 1910.

Hongkong, 17th September, 1910.

ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK

HONGKONG. SAILINGS FROM **PROJECTED**

	SUBJECT TO A	TOTER APTON	
		STEAMERS	DATE OF BAILING
	Transfer to the contract of th		. —
	COPENHAGEN	"HUBUMA	On 18t October
	COPENHAGEN	"TKANQUEBAK"	On Zoth October.
•	SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.
	For Further Particulars apply to	MELOHET	28 & CO

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HO	NOTONG (SUBTE	TO ALTERATION
POP	RADVWRES	10 DE1***
	"YUENSANG"	Friday, 23rd Sept., 4 P.M.
		Tuesday, 27th Sept., Noon
† SHANGHAI	"WOSANG"	Wed'day, 28th Sept., Noor
* TIENTSIN	"CHIPSHING"	Thursday,29th Sept, Noon
* MANILA +*SHANGHAI. KOBE & MOJI	"LOONGSANG"	Friday, 30th Sept., 4 P.M.
MANILA MOII	"KUTSANG"	Tuesday, 4th Oct., Noon
* SIN GAPORE, PENANG & CALCUTI	A"NAMSANG"	Saturday,8th Oct., Noon.
* SIN GAPORE, PENANG & CALCULA	TIDE TO I	A D A N
RETURN TO	101221001	<u>1 </u>
Λαστργ	TNG 24 DAYS.	•

The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER Hoagkong, 23rd September, 1910

ORIENTAL HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES. via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean

Levantine, Black Sea and Baltic Ports, and all North and South American Ports, FROM HONGKONG: NEXT SAILINGS OUTWARD.

FOR SHNGHAL, KOBE & YOKOHAMA: S.S. C. FERD. LAEISZ 25th Sept. S.S. ARMENIA ... 6th Oct. S.S. SENEGAMBIA ... 21st Oct. S.B. SUEVIA 4th Nov. 8.S. WESTPHALIA ... 17th Nov. S.S. ARABIA 18th Nov. S.S. SCANDIA ... 1st Dec.

HOMEWARD. FOR MARSEILLES, HAVRE & HAMBURG: S.S. AMBRIA ... FOR HAVEE, HAMBURG & ANTWESP: S.S. BADENIA ... FOR HAVRE & HAMBURG: S.S. ALESIA FOR MARSHILLES, HAVRE & HAMBURG: S.S. C. FRED. LAEISZ 23rd Oct. FOR ROTTERDAM, HAVEE & ANTWERP:

S.S. BRISGAVIA 16th Dec. S.S. BELGRAUIA ... 2nd Nov. FOR HAVEE & HAMBURG: S.S. SLAVONIA 30th Dec. 6th Nov. SS. ARMENIA For Further Particulars, apply to-

HAMBURG-AMERIKA LINIE. Hongkong Office. Hongkong, 19th September 1910.

AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO). Sail Oct. 22nd, at Noon. ... 10,500 tons gross S.S. BUYO MARU " Dec. 21st, at Noon. S.S. HONGKONG MARU 11,000 " ... , About Mid. Feb.,1911 S.S. KIYO MARU 17,200 " N. YAMADA, Acting Manager. For particulars apply to

TOYO KISEN KAISHA. King's Building. Hongkong, 1st September, 1910.

MPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PORE.

COLOMBO

TELEPHONE 36

PROJECTED SAILINGS FROM HONGKUNG-SUBJECT TO ALTERATION.

DESTINATIONS.

and

STEAMERS. WED'DAY, 28th KITANO MARU Sept., at Daylight 9,000 Capt. F. E Cope, MARSEILLES, LONDON and IYO MARU ANTWERP, via SINGA-WED'DAY, 12th PENANG 7,000 | Oct., at Daylight. Capt. R. Takeda, HIRANO MARU WED'DAY, 26th Oct., at Daylight

5,000 J

September,

TONS. SAILING DATES.

SAID Capt. H. Fraser, 9,000 ISATURDAY, 8th § KAMAKURA MARU Oct., from KOBE. VICTORIA B.C. & SEATTLE Capt. J. Nago, Capt. K. Kawara BHANG. KOBE. MOJI,

1 TUESDAY, 11th VICTORIA, B.C. and (S INABA MARU Oot., at Noon TAMBA MARU YOKKAICHI, and YOKO-TUESDAY, 8th Capt. K. Sato Nov., at Noon. HAMA ... FRIDAY, 30th SYDNEY and MELBOURNE, YAWATA MARU Sept, at Noon. vis MANILA, THURSDAY Capt. T. Sekine, NIKKO MARU ISLAND, TOWNSVILLE) FRIDAY, 28th Oct. 6,000 at Noon. Capt. M. Yagi, and BRISBANE COLOMBO (" TOSA MARU SATURDAY, 24th SINGAPORE. September. Oupt. Y. Nomura, and BOMBAY NIKKO MARU WED'DAY, 28th NAGASAKI. Sept., at Noon. Capt. M. Yagi, YOKOHAMA ... SHANGHAI, MOJI and J BOMBAY MARU THURSDAY, 29th

THURSDAY, 29th KOBE and YOKOHAMA ... Capt. A. Christiansen, 8,000 Sept., at 5 P.M. = Calling at Saigon. Fitted with New System of Wireless Telegraphy. | Cargo only. | Carries Deck Passengers.

Capt. Teranaka,

TANGO MARU

CHEAPEST

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nn CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. **\$90 \$120** \$110 \$100 CLASS. \$50 **70** : \$ 60 \$80 \$

For further information as to Freight, Passage, Sailings, &c., apply at

With Optica of rail between Calling Ports in Japan. Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

T. KUSUMOTO. MANAGER. Hongkong, 7th September, 1910.

COMPANY, LIMITED. STEAMSHIP

	STEAMSHIP	l Tons.	CAPTAIN	FOR	SAILING DATE.
	RUBI	2540	R. Rodger A. Fraser	Manila Manila	On 24th Sept., Noon. On 1st Oct., Noon,
-	For Freight or	Passage app	oly to	SHEW	AN, TOMES & Co. teral Managers. [12]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STHAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMAHI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHÁNGHAI	First half of Oct.
TJIPANAS	JAVA	Becond half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	_« SHANGHA1	Second half of Oct.

The Steamers are all fitted throughout with Electric-Light and have accommodation-for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 17th September, 1910.

OSAKA SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

	FOR	STEAMBR5	Tons (Gross reg.)	LEAVES.
	VICTORIA, B.C.& TACOMA		6,182	WED'DAY, 5th Oct., at Noon.
-	YOKOHAMA	" CHICAGO MARU Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LEAVIS.
TAMBUI VIA SWATOW,	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 25th Sept., at 8 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 28th Sept, at Noon.
SHANGHAI VIA SWATOW,	"BUJUN MARU"	THURSDAY, 6th Oct.,

AMOY & FOOCHOW Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foothow during the month of September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

> HONGKONG-NANKING, RETURN. 3RD CLASS. . 1sr Class 2ND CLASS. \$27.00. \$55.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings. s. HIROI, MANAGER 703

THOS. COOK TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS &c. CRIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION of 1910. Head Office for the Far East :-

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Japan Office. 32, WATER STREET YOKOHAMA.

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

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AMSTERDAM.

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HUGO C. A. FROMM,

Hongkong: 4, Queen's Building. Telephone 960.

		1		POS	ST OF	FICE	NO	TICE				
.·	Only Route to	fully EURC	prepaid PE.	letters	and po	stcards	are t	ransınis	sible b	y the	SIBEF	IAN
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Swatow, <i>I</i> Shanghai,						••	Haiyang G. Apcar		Friday, Friday,		9.00 A 11,00 A
Macao			•	•••	- (•	•••	Sui Tai	•••	Friday,		1.15 P
Manila	*** *	• • •				\	Yueneang		Friday,		3.00 P
Hoihow, 1	Pakhoi	and He	sinhous		***	• • • • • • • • • • • • • • • • • • • •	Carl Dieder	cheen	Friday,	23rd,	
Hoihow			1 4 4 		• • •		Helene		Friday,		5.00 P
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Honold SIBE	orn &	SAN I	FRANCI	BCO .	••	}			10.30 Registr B. O. No late Letters	A M) ation, fee.	Kowloo 10.00 A
Honold SIBE	RIAN	San I Mail	FRANCI	BCO .	••	}	Sui Tai		10.30 Registr B. O. No late Letters Saturday.	A M) ation, fee.	Kowloo 10.00 A 11.00 A 1.15 P
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EUROPE, &C., INDIA VIA TUTICORIN . (Late Letters 11.00 a.m. to Noon. Extra)	1
Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be	Touranc
included in this contract mail	
Datamia Chaulkan Samanaya and Sinyahama	Wilstian
Batavia, Cheribon, Samarang and Sourabaya Manila	Tjilatjap Tean
Singapore, Penang and Colombo	Kilano Maru
Swatow	Haimun
Nagasaki, Kobe and Yokohama	Nikko Maru
Shanghai	Wosang
Singapore. Penang and Calcutta	Vorwaerts
l'ientsin	Chipshing
Kobe and Yokohama	Tango Maru
Swatow, Amoy and Foochow	Haitan
Manila, Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart,	Yawata Maru
Launceston, New Zealand, Melbourne,	
Adelaide, Dunedin Perth, and Fremantle.	Loangeana
Manila, Zamboanga, Port Darwin, Thursday	Loongsang
Island, Cooktown, Cairns, Townsville, Bris-	
bane, Eydney, Hobart, Launceston, New >	Changsha
Zealand Melbourno, Adelaide, Dunedin,	

SIBERIAN MAIL TO EUROPE)	
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the	
time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be	Delhi
included in this contract mail.) The Parcel mail will be closed on Friday, the 30th inst., at 5 P.M Chefoo and Newshwang	Nanchang
Shanghai, Kobe and Moji	Kutsang

SHANGHAI, NAGASARI, KOBB, YORKAICHI,

SHIMIDZU, YOKOHAMA, HONOLULU. AND

Perth. and Fremantle

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shafen, Rabaul, Simpsonhafen, Herbert-shohe, Matupi, Brisbaue, Sydney, Hobart, Launceston, New Zealand, Dunedin,

TELEPHONE :---Office 358, Works 354.

Registration ... 10.00 A M

(Registration with late

fee of 10 cents up to

10.45 A MRegistration

No late fee

... 10.00 а м

Kowloon

10.00 A M

11.00 A M

London Ventures

Singapore and Johores

Merlemans ...

Sandycrofts-

Sumatra Paras

Sungei-Kapara-

United Serdangs ...

Loans.

Chinese Imperial 1886

1st, 3.00 P M

4th, 11.00 A M

WILLIAM C. JACK & CO., LTD.,

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14, DES VŒUX ROAD CENTRAL, HONGKONG.



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door."-EMERSON: OUR LINES ARE

"USPAM" Lamps. "PETTER" Engines. "ALLEN" Pumps. "HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANI-CAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

•	September 22nd.
Óπ	LONDON
O 14	Tolographic Transfer
•	Bank Bills, on demand
. '	Bank Bills, at 30 days' sight 1/92
٠.	Bank Bills, at 4 months' sight1/92
 -	Credits at 4 months' sight
	Documentary Bills 4 months' sight1/10
OM	
•-	Bank Bills, on demand
	Credits, at 4 months' sight232
OM	GERMANY:
•	On demand
ON	NEW YORK:-
	Bank Bills, on demand44
	:Credits; at 60 days' sight45
Óи	Вомвач:-
٠.	Telegraphic Transfer134
	Bank, on demand
OM	CALCUTTA:
	Telegraphic Transfer
	Bank, on demand
ON	SHANGHAI:-
	Bank, at sight
_	Private, 30 days sight
	YOKOHAMA:—On demand682
ŎM	MANILA:-On demand-Pesos-882
Ŏĸ	SINGAPORE:—On demand76%
	BATAVIA:—On demand1081
UN	HAIPHONG:—On demand11 /, pm.
OM O	SAIGON:—On demand
O.	BANGKOK : On demand
(J.v.)	PEREIGNS, Bank's Buying Rate\$11.05
OTO:	LD LHAP, 100 fine, per tael\$58
DA.	E STIVER, per os243

The Cigarettes of Distinction Bouton Rouge Felucca



LUXURY TO THE MAN OF TASTE

IN 50's & 100's

HERMETICALLYSEALEDBOXES

AT \$4.20 AND \$2.80 PER 100



	Saturday, 24th,	Chinese20 cents pieces \$4.79 discount		'I'J' CA	IRE, EG'	YPIE.	
	Printed Matter and Sam-	Chinese10 "45.13 "					
	Ples 10.00 A M	Hongkong20 ,,\$4.82 ,, Hongkong10 ,,\$5.00 ,,					<i>.</i>
	Registration 10.00 A M (Registration, with late	Hongkong10 "\$5,00 "	· 1		•		·
	fee of 10 cents, up to		•	,	• • • •		
ĺ	10.30 A M)	SHARE LIST	ОПОТ	ATTON	\$]
	Registration, Kowloon			ALIUM	.	_	
l	В. О 10.00 А м	Hongkong, Sep	ARRIVADED 994	n 1910			1
ļ	No late fee.	HONGKONG, SEP	TERBER ZZ	10, 1710.	 		.
L	Letters 11,00 a m Saturday, 24th, 1.15 p m	George	NO. OF	VALUE	PAID UP	CLOSING QUOTA	-]
• `•	Saturday, 24th, 5.00 P M	Stocks.	SHARES.	12004.		TIONS CASE.	1
•••	Saturday, 24th, 5.00 P M						
_	Baturday, 24th.	BANKS.—				(\$930, sellers	
	Registration 4.15 P M	Hongkong & Shanghai Bank Corporation	120,000	\$125	all	£87, 10/-	1
	(Registration, with late	National Bank of China, Limited	99,925	£7	£6		1
_	fee of 10 cents up to 5.00 P M)		8,604		12/6		- ļ
i i	Letters 6.00 P M	Bell's Asbestos Eastern Agency, Limited	'	1			
l	Sunday, 25th, 9.00 A M	China Borneo Company, Limited	60,000	\$12		* 7 	
	Tuesday, 27th, 9.00 AM	China Light and Power Company, Limited.	50,000 50,000	\$10 \$1	\$10 \$1		-
İ	Tuesday, 27th, 10.00 A M		200,000	1		\$8, buyers	
•		Common Marco	/ N		, 		
4	Tuesday, 27th, 10.00 A M Tuesday, 27th, 10.00 A M	The Catton Chinese & Mosning Co T.d	20,000	Tls. 50	Tls. 50	Th. 110.	1
<u>-</u>	Tuesday, 27th, 10.00 a m Tuesday, 27th,	Hongkong Cotton Spinning Co., Ld	125,000	\$10	\$10	\$4½, sellers	1
1	Printed Matter and Sam-	International Cotton Manufing Co., Ld.	10,000				1
	ples10.00 A M	Laou-Kung-Mow C. Spin & Weav.Co.,Ld	8,000	Tls. 100 Tls. 500			Į
İ	Regustration 10.00 A M	Soy Chee Cotton Spinning Co., Limited	2,000	•	'		
١	(Registration, with late	Dairy Farm Company, Limited	40,000	\$72	₩6	\$19.	
	fee of 10 cents, up to	DOCES AND WHARVES.	60,000	\$50		854 L	1
-	10.45 A M.) Registration, Kowloon	H'kong & Kowloon Wharf & G. Co., Ld.	<i>6</i> 0,000 50,000	·	1	\$54, buyers \$50.	
	B.O 10.00 A M		10,000		1		1
1	No late fee.	Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100		1
.	Letters 11.00 A M	Shanghai and Hongkew Wharf Co., Ld., I	36,000	Tls. 100	Tis. 100		1
	Tuesday, 27th, 1.00 P M	Fenwick & Co., Limited	18,000	\$25	- ¥25	39, sellers	1.
į.	Tuesday, 27th, 3.00 P M	1					.
Ì	Tuesday, 27th, 5.00 P M Wednesday, 28th, 10.00 A M	Green Island Coment Co., Limited	400,000		\$10	\$4.70, x. div.	f
1	Wednesday, 28th, 11.00 A M	Hongkong and China Gas Co., Limited	7,000	·	all	\$205.	
	Wednesday, 28th, 11.00 A M	Hongkong Electric Co., Limited	60,000	,	\$10	· -	
í	Wednesday, 28th, 1.00 p m	Hongkong Hotel Company, Limited	12,000 8,000	850 }	\$ 50 ≥ 25	\$100, x. div. \$75, x. div.	1.
1	Thursday, 29th, 11.00 A M	Hongkong Ice Company, Limited	5,000	\$25	ali	\$135.	
-	Thursday, 29th, 4.00 PM	Hongkong Rope Manufacturing Co., Linited	60,000	\$10		521, sellers	
۱. ۱	Friday, 30th, 9.00 A m	H'kong& South China Steam Fisheries Co., Ld.	15,000	\$10	87	\$7.	
i	77.11	Insurances.—			454		
٠į	Friday. 30th, 11.00 A M		10,000	\$250	\$50°		1
إ		China Fire Insurance Co., Limited	20,000	\$100 \$83.33	\$20 \$25	\$116, sellers \$87½.	
	Friday, 30th, 3.00 P M	China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limited	24,000 8,000	1		\$355, buyers	
1		North-China Insurance Co., Limited	10,000	£15	£5	Tis. 115.	
	Friday, 30th, 3.00 P M	Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sellers	1.
'¦	2 13.00), OOM, O.OO P.M.	Yangteze Insurance Association, Limited	12,000	\$100	\$60	₹200.	1
ļ		LANDS AND BUILDINGS.—		g100	8100	\$1011 F. L	•
1	-: OCTOBER:-	Hongkong Land Invest. Agency Co., Ld.	50,000	410		\$101, sal. & buy, \$74, sellers	. 1
1	Saturday, 1st,	Humphreys' Estate and Finance Co., Ld. Kowleon Land and Building Co., Ld	150,000 6,000	₹10 ₹50	\$30	\$32, sal. & buy.	
1	Printed Matter and Sam-	Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.	ĺ
-	ples 9.00 a m Registration 9.00 a m	West Point Building Co., Limited	12,500	\$ 50		\$39	
-	(Registration with late	MINING.		•			
-	fee of 10 cents, up to	SocietéFrançaise desCnarb'ges du Tonkin	16,000	Fes. 250	ali	\$720.	
	9.30 A. M.)	Raub Australian Gold MiningCo., Ld	200,000	£1	£1	\$72, sellers	
	Registration, Kowloon	Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers	
1	B.O 9.00 A M No late fee.		50,000	\$10	\$1 }	\$12, sellers	-
	Letters 10.00 A M	Philippine Co., Limited	75,000	\$10	310	51U, sellers	F
1	Saturday, 1st,	China Sugar Refining Co., Limited	94,000	\$100	all	\$152½, sellers	,
; +	Printed Matter, and Sam-	Lawin Sugar Refining Co Limited	20,000 7,000	\$100	HI	\$25, sellers	
1	ріев 10.00 а м	THE OF PARET TANKENED ON PRINTERS	1,000	7-00		-	1

\$50 \$50, sellers Robinson Piano Co. Limited. 4,000 Steamship Companies.— \$25 | \$10, sellers China and Manila Steamship Co., Ld. ... Douglas Steamship Co., Limited Hongkong, Canton & Macao S.B. Co., Ld. all \$24, sellers Indo-China Steam Navigation Co., Ld Bhell Transport & Trading Co., Limited. 2,000,000 \$10 \$24, sellers \$5 \$10, sales Star Ferry Company, Limited \$25 \$25, sellers \$5 \$5½. South China Morning Post, Limited-Steam Laundry Company, Limited ... STORES AND DISPENSABLES .-Campbell, Moore & Co., Limited 37 814, buyers Wm. Powell, Limited \$10 | \$3, sellers Watkins, Limited \$10 | ₹6½, buyers A. S. Watson & Co., Limited \$10 | \$12, buyers-Weissmann, Limited-\$4 \$112, sellers United Asbestos Oriental Agency, Limited. 100 fders \$10 | \$8, buyers Union Waterboat, Co., Limited Allagars Balgownies Bukit Kajangs Castlefields, fully paid 10/- 13/6 prem. £1 £1 Eastern and International 105/-Highlands and Lowlands 5/6 prem. Kamunings, 1,825,000 Kuala Lumpur Labus London Asiatics 1,266,000

1,750,000

65,000

125,000

995,000

170,000

Interest. Quotation, Amount. Tis. 250 7% p. annum Par. Tls. 767,200 VERNON & SMYTH, Share-Brokers.

all

all

all

\$28 (Sta.)

\$14 (Str.)

105/-

\$31, x. div.(Str.)

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Can be applied in many shades of colour to Wood, Stone or Brickwork. In 5 and 10 Gallon Drums, and 40 Gallon Barrels.

For Prospectus, Samples and Price Lists apply—

Meeting of Hongkong Foofball Club, at Jardine, Matheson & Co., 5.30 P.M.

Meeting of The Royal Hongkong Yacht

Thursday, 29th Sept. -- 60 Debentures of Club

Friday, 30th Sept.—Sixth Annua General

Hongkong Jockey Club. Noon.

Germanio, 6 P.M.

5.15 р.м.

Royal, 9 P.M.

SIEMSSEN & Co., Machinery Dept.

Hongkong.

8th Oct.-Fourteenth Ordinary 5 P.M.—Annual Aquatic Sports of Victoria Yearly Meeting of The Dairy Farm Co., Recreation Club. Ltd., 1230 P.M. P.M.—Warwick Major's Comedy Co., Theatre Royal—"The New Boy," September 22nd. FORTHCOMING EVENTS. Quotations are Saturday, 24th Sept .- ' rdinary Annual Meeting Persian extra fine... of Hongkong St. Andrew's Society, at City Patna New ... Hall, 5.30 P.M. Monday, 26th Sept.—Annual General Meeting of Hongkong Cricket League, 5.30 P.M.
Tuesday, 27th Sept.—Annual General Meeting of Kowloon Cricket Club, 5.15 P.M.
Wednesday, 28th Sept.—Annual General

THE MERCANTILE

47, DES VŒUX ROAD CENTRAL, Hongkong,

Club, at Union Insurance Society of Canton, TINDERTAKES to execute with neatness all kinds of ARTISTIC LABELS, Saturday, 1st Oct.-Half-Yearly Meeting of BILLS-OF-EXCHANGE, VISITING CARDS, LETTER HEADINGS, MENUS, Wednesday, 5th Oct.—"Nicola" at Theatre DIE STAMPING, etc. Hongkong, 14th July, 1910.

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